A SURFER PUBLICATION

SkateBoarder

SEPTEMBER 1977 VOL. 4, NO. 2 $1.25

Did he make it?
...look inside.

The Sky's the Limit:
Hottest High-Speed Sequences Ever

Interview:
The Incredible Ty Page
"I don't do anything that's easy."

Advanced Freestyle—Illustrated:
The Stop N' Go
Vertical Pirouettes
The Ty Slide
...and a lot more.

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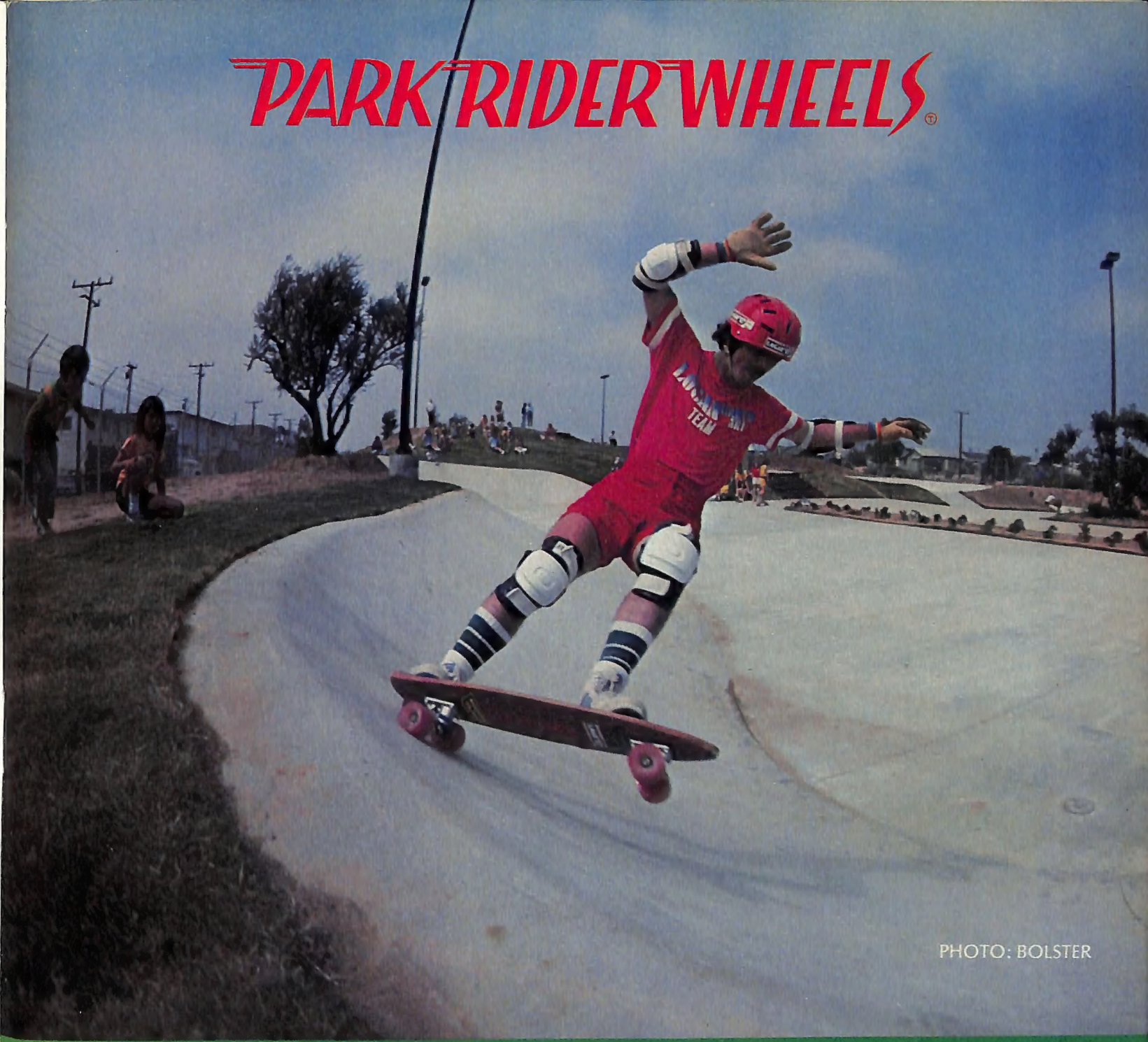
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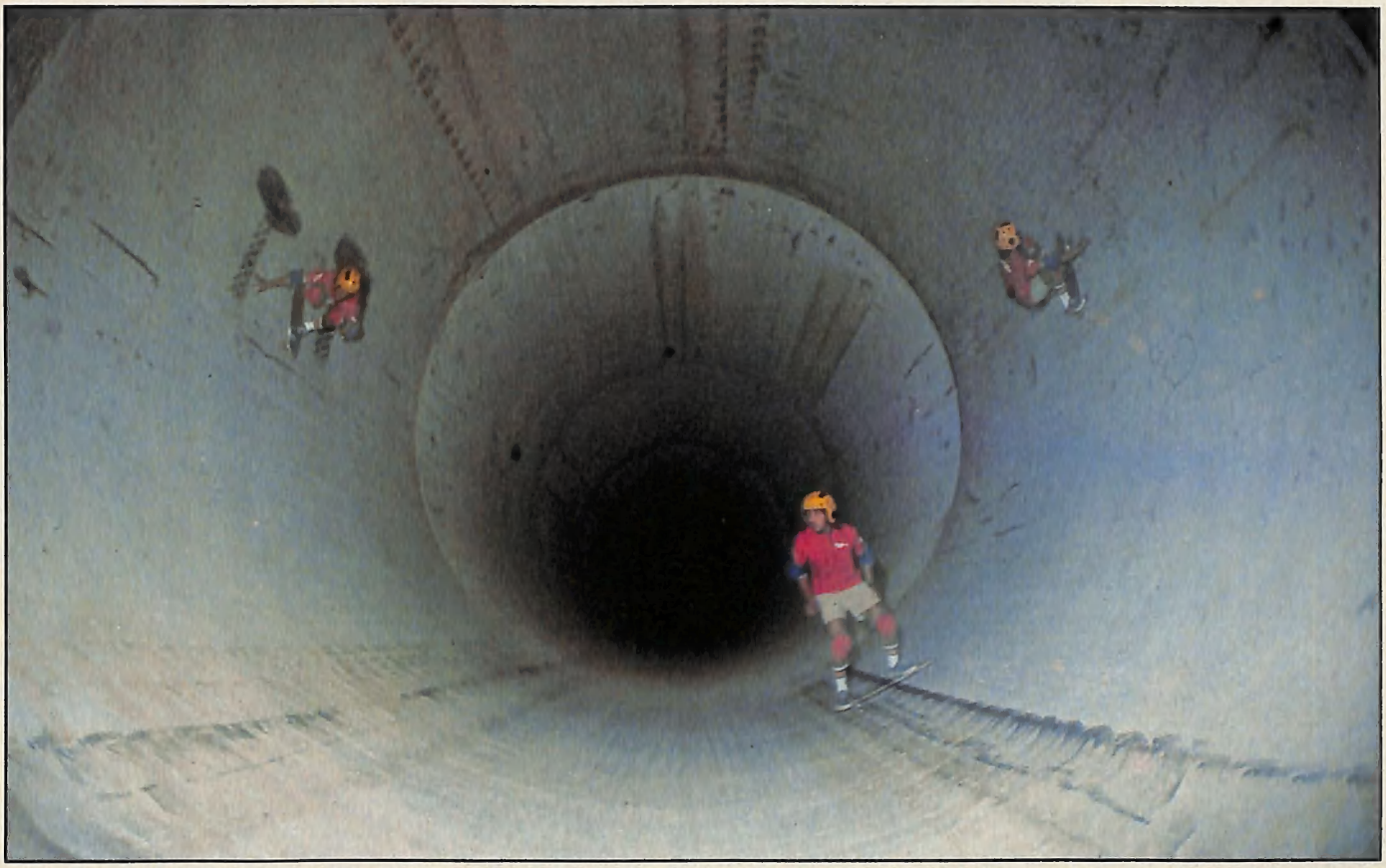
SkateBoarder

VOLUME 4, NUMBER 2, SEPTEMBER 1977



ON THE COVER: Paul Hackett, of the talented, young Malibu Skateboard Team, in the process of still further redefining what really *can* be done. Aided by a recently introduced skateboard attaching system, Paul is able to *consistently* get 2'-3' out of a 9'-10' pool...*and make it.* For those disbelievers among us—turn to page 50 for more.
CONTENTS: Flashing on Tom Inouye rocking fakies deep in the dark of the Desert Pipes. Photos: Bolster.

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Copyright 1977 by SURFER Publications, Inc., Dana Point, California, a For Better Living, Inc., Company. Publication offices: 34249 Camino Capistrano, Capistrano Beach, California. SKATEBOARDER is published monthly. Subscriptions: 12 issues (1 year) for $12.00 (foreign $15.00). Second-class postage paid at San Clemente and additional mailing offices. Postmaster: send Form 3579 to SKATEBOARDER, Post Office Box 1028, Dana Point, California 92629. All subscription correspondence should be sent to the above address.

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SKATEBOARDER COVERAGE AND DISTRIBUTION is worldwide. The magazine is published every month. Subscriptions may be obtained by sending $12.00 to Box 1028, Dana Point, California 92629. Subscription includes 12 editions. Please include your zip code. Foreign rate: $15.00 International Postal Money Orders, please!
In West Germany for shop and dealer information contact: ASF Peter Eicker KG, Auf der Hohe 47, 4100 Duisburg 1, Telefon 0203 27071

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CONTRIBUTIONS:
SKATEBOARDER welcomes story, art and photo contributions. Photo-story articles and fiction should be directed to EDITOR—SKATEBOARDER MAGAZINE. Miscellaneous photos should be addressed to PHOTO EDITOR. Mark envelopes PRESS PHOTO—DO NOT BEND, and carefully pack negatives and transparencies. All contributions must be accompanied by a self-addressed, stamped envelope. SKATEBOARDER MAGAZINE IS NOT RESPONSIBLE FOR UNSOLICITED CONTRIBUTIONS. Surfer Publications retain reprint rights. Contributor retains all other rights for resale, republication, etc. Send all contributions to SKATEBOARDER, Box 1028, Dana Point, California 92629.

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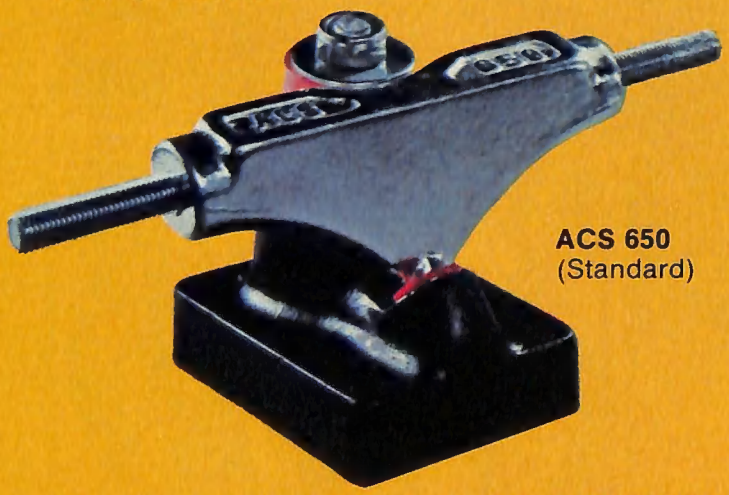

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FOR GREG

It seems ages ago that he came to me
With a brand new gleam in his eye
And said, "Mom, I've been looking through catalogs,
There's a skateboard I want to buy!"

He talked of wheels and "kicktails" and "trucks,"
"Three-sixties," "nose wheelies" and slaloms,
And suddenly it seemed as if all I could see
Was figures in columns and columns!

Helmet and knee pads and jersey and gloves,
Grip tape and books by the score—
All of the things that a skateboarder loves
To buy at the skateboarder's store!

He's a happier boy than he ever has been,
And though there are times when I worry,
I'm really quite glad he's discovered this joy,
And hope he'll grow up in no hurry.
Helena Robisch, Atlanta, Georgia

NOT BAD, H

I just wanted to drop you a line to let you know how much I enjoyed your interview with Henry Hester. I rode in the '77 Signal Hill run, and I went standup as a form of protest against the enclosed "skateboards." After reading your interview with Henry, my opinion of him has changed drastically. I feel that it took a lot for him to race in a downhill skateboard race, win, take home half a grand, and say to a nationwide skateboard mag that he wasn't on a skateboard. Thank you, Henry! Now all we have to do is divide the prize money between other classes too. Thanks again for the great interview. Power on Henry!
Chris Proctor, Santa Barbara, California

BACK TO BASICS

I just went up to the local book store the other day to take a look at the latest issue of your primo mag . . . and was surprised to see in its place some joke of a magazine (I'll leave it nameless) that was trying to follow in your footsteps. What a laugh! Step-by-step instructions on how to do a kickturn. We all know that you have the hottest photos, the heaviest articles, and the all-around stokability that keeps

Gullwing Trucks with their unique slit axle design won't hang up on edges or coping. Quick action also allows easy return off vertical terrain. Why fight it when you can flow on the Gulls? Gullwing guarantees all parts against breakage when used in a safe and normal manner. Return broken parts to H.P.G. IV with a short explanation.
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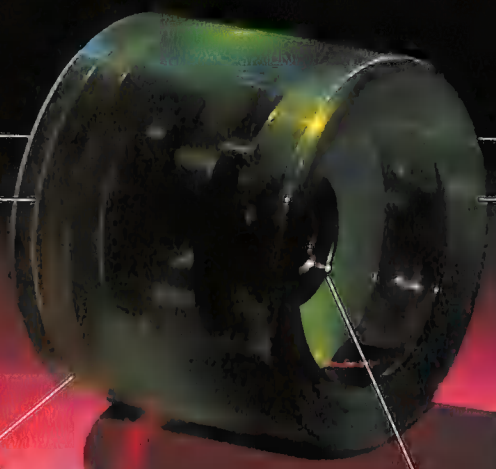

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serious skáters into it. Thanks, and keep it up.
Rob Flora, Jacksonville, Florida

NOT BAD AT THAT

I would just like to commend you for excellent publication of your SKATEBOARDER Magazine. It has really helped me, and my friends feel the same way. We, being East Coast skaters, do not have access to many skateparks. Being from North Carolina, I can assure there are not many places you can skate at; no pools, parks, etc. We are mostly "large carport" skaters (and not bad ones at that). But we East Coast people do have access to a great skatepark, "Barney's Concrete Curl" in Nags Head, N.C. This is a giant help to other carport skaters. It is no huge place like Anaheim's Concrete Wave or Montebello, but it should be recognized as a great place to "do it to it." We also think East Coast skaters should be recognized more. There are many totally hot people along the coast, if the last publication's picture of Kenny Kooyenga in the Skate Post section is any proof. We really think he's got it together. We're all home-taught skateboarders, and fairly good. So far we've accomplished 360's, kickturns, handstands, and kickflips. So how about a little more recognition for us "carport skaters?" We really dig your magazine, so keep up the good work.
Carport Radicals from the N.C. Coast

I'm writing about the replies the "Down Southers" gave about what that "Madhound" Tony Alva said, and I'm all for it. I'd like to know where that skatehogging big mouth gets off at saying that there is no energy down south. Yes, you do have your parks and contests, and over a hundred or more pictures of you and that radiant little "whatever" named Jay Adams in this great mag. Come on down, and I mean "Down South," and we'll show you some energy.
John Wallace, Mobile, Alabama

Hey listen you guys, it's not just out west, it's happening in the Northeast too! We're pretty hot up here too! It's just that we're not as ridiculous as you guys to conflict over it. You are going to destroy the sport. You don't see guys writing to sports magazines and saying how the Yankees are better than the A's, do you? No! And if you're thinking of skateboarding getting into the Olympics, you're sick. Maybe we might have a chance if you guys wise-up! Another thing, about Alva. So what if he's all egoed out? It's his life, as long as he doesn't hurt anybody. If the pictures of Alva and Adams are good; show them. Just don't overrate them. Show more of Baby Paul. There probably *are* a lot of hot riders "Down South." So what! Big deal. Do I really care? No! Do any of my friends really care? No! Does anybody care? No! (Maybe some stupid moron does, but nobody important.) If you are so hot, good! Excellent! Show us some worthwhile riding. What we need are some skateparks in the Northeast too. So let Graham and O'Malley get their little tails over here and do something about it.
M. E., Denville, New Jersey

To all you super-stoked, overrated West Coast roller rats: *We East Coasters are tired of hearing it!* We *do* skateboard (you know, a skateboard, a board, two trucks and four wheels—I'm sure you've seen one). There wouldn't be any argument with us if we could get some coverage in your (for West Coast only) skateboard magazines. It's about time we get some of the credit we deserve. There is probably more energy here than anyplace in

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The High Pirouette as performed by freestyle innovator Bruce Logan at Skatopia.

HIGH PIROUETTES

Bruce Logan with Curtis Hesselgrave

Pirouettes are being seen in many forms these days: on the flat, frontside and backside, on banks with 360°'s, and one that's really spectacular; the high pirouette. Some people are jumping almost three feet off the board and landing with precision.

For Bruce, the really high ones need to be done frontside, spinning towards his chest. He finds the spin more natural, although he acknowledges that he learned the pirouette backside first.

With your board rolling forward at low speed, stand with feet parallel, front foot just behind the front truck, and back foot a few inches up from the back truck. Jump straight up and spin, keeping your legs and body straight, arms near your sides. If your arms fly out, it slows the turn speed and makes the landing difficult. Your arms will naturally come up for balance as you land, but while spinning, they should be by your sides or straight over your head. Spin a full 360, with your feet landing in the same place they started. Sometimes you move slightly towards the tail, but try to avoid this so that you don't do an unintentional wheelie!

Naturally it will take some time to jump as high as Bruce does, but with persistent practice you'll be up there.

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The Stop & Go, another difficult freestyle variation from the well-stocked Logan quiver.

STOP & GO'S

Bruce Logan with Curtis Hesselgrave

The "Stop & Go" is an unusual freestyle trick that Bruce invented years ago. It is a seemingly simple trick, yet very few people have it wired.

This trick consists of a controlled 360° that is broken up into four 90-degree turns or two 180-degree turns. Between the turns are crisp toe stops. It requires exact balance and toe control.

Begin with a 90-degree turn. Drag your toe, then the tail of the board to stop. Once stopped, press down lightly with your front foot. This lifts the tail. Push sideways with your rear foot to start your second 90-degree turn. When you go another 90 degrees, repeat the stop, then the next turn. Your toes make you stop, and the tail makes you go. You'll find the control easier if you relax and bend your knees a bit. As you begin to get it wired, work toward sharp stops, alternating with quick spins.

As we enter into the era of blazing foot work, "Stop & Go's" add another arrow to the quiver.

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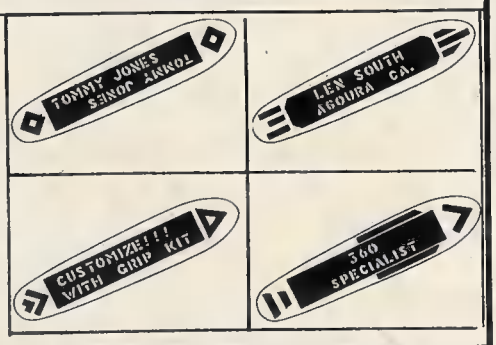

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BOARDER get pictures of punks carving and kicking sissy banks. We want publicity man! Skate Wave is the hottest park around, and if you notify the park before you come, we'll put on a show you'll never forget. I hope you will stop showing Alva and Adams doing "trashy" tricks. We don't have too many teams, but we're damned hot. We need a part in SKATEBOARDER. Clearwater, Tampa, and St. Petersburg are where skateboarding's *real* "Down South" is at.
A Clearwater Skater, Clearwater, Florida

A.W.O.L.

Okay guys, I'm willing to concede that you are the definition of "radical," but your challenges sound like two drunk marines trying to out-tough each other. Keep all the energy you expend trying to prove who's better inside, then use it in your skating to shatter more boundaries. The photos in the last issue were insane! The first skatepark in Nags Head, N. Carolina has opened. It's a stoker.
David, North Carolina

Recently, reading SKATEBOARDER, I noticed some guys were complaining because the nearest skatepark is 40 minutes away. Well, the nearest one from my house is *four hours* away. Also, here in Japan we have some hot skaters like Hironori Akiyama (Who's Hot, SKATEBOARDER Vol. 2, No. 4) who's wild in slalom and bank riding; Katsu Akiyama, Fujiiwara, John Doyle, Nishiioka, and some others who are freestyle wizards. Not to mention Akiyama has the Japan slalom record and Fujiiwara has the 360 record (16).
Tom Church, Yokohama, Japan

I am writing in reply to Kenny Kooyenga's letter in the June issue of SKATEBOARDER. I myself am a skateboarder, and I live in Harrisville, Michigan. There are not many skaters around here, but in one other town and two cities nearest to Harrisville, there are quite a few, and we hardly have any good skating areas—no pools, no nothing, except for sidewalks. Furthermore, I think that a 40-minute drive to go skating is nothing compared to about 2-4 hours to get to the nearest skatepark. So if you think you're bummed out, Ken, try skating up here! P.S. We could use a skatepark around our area, too!
Steve Perkins, Harrisville, Michigan

SKATEBOARDING U.S.A.

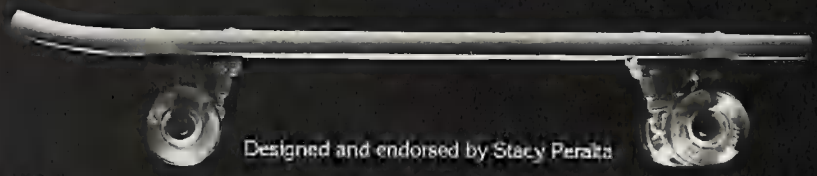
Having recently left Oregon and moved here to Wyoming, I'm on the lookout for new places to skate. The sport *has* reached this area, but is not nearly as advanced as in other areas. Anyway, the other day in my English class, I gave a speech on skateboarding, and on skateparks in particular. When I was finished, I passed around a few copies of SKATEBOARDER. You should have seen the looks on their faces! The pool riding really blew them away. I think they're stoked. Keep up the good work.
Dave Grove, Casper, Wyoming

Just thought I'd reply on your interview of the "Bad H," when he called Chris Yandall the perfect 100% skater. I'd just like to say that Yandall is from Michigan, where there are a lot of new, hot skateboarders. So all you so-called radical sun worshippers, "here comes Michigan," for a change. "Go Blue."
Mitch Miller, Grand Blanc, Michigan

After seeing an issue of SKATEBOARDER Magazine, I go outside and get radical. P. S. We got some hot kids out here, so watch out, Alva.
Kean Lyau, Foster City, California

G&S Warptails

Stacy Peralta



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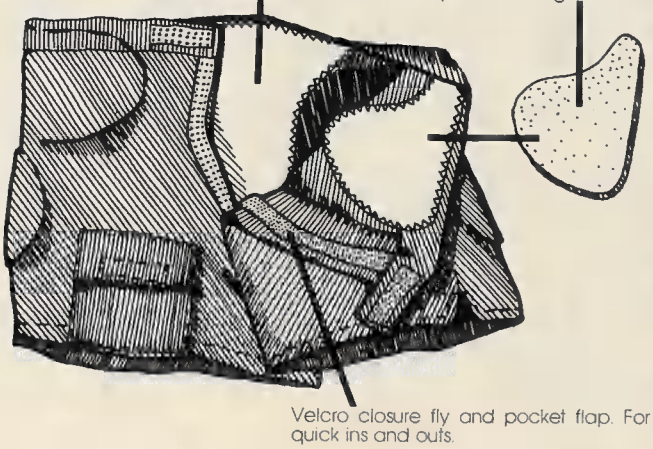

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LEARNING TO PRACTICE
By Curtis Hesselgrave

Learning to practice, you say? Everyone knows how to practice. You just get on your skateboard and start skating—that's practicing. While that's true, it's not entirely true. It *is* true that every time you skate, you are getting better and all your moves come easier. It is *not* necessarily true, however, that you put full attention on the minute details of each of your moves every time you skate.

To understand the difference between riding and practicing, it's necessary to define each term. When "practicing," the move in question is performed with attention to every detail. You look carefully at the entry to the move, the middle, the exit. "Riding" is moving with the energy of the moment, the juice being created by the people you're riding with. The sparkle of the day. The music in your head. The magic of the terrain. All blend together into one big explosion of flow.

To be able to rip when you're riding, you have to learn to practice. Practice is something that you do by yourself. Even with people about, your attention is turned inward on what you are working on. It's being able to ignore everything except the move at hand. By spending this kind of time with yourself and your techniques, you *perfect* the elements; basics that are strung together, like pearls on a string, during a ride.

A good slalom racer will work on all the parts of a course during practice. Sometimes setting a course of only six or seven cones, the racer will practice starts, timing out of the gate, speed to, and through, the first cone and the next few cones. All with the thought of perfecting the start in mind. Racers will often set a full course and only put concentrated effort in the center section or the end section. Sometimes the whole course will be for a certain turn—one cone out of a whole course!

By mastering each of the elements, mastery of the whole becomes greater.

Good pool and bowl riders do the same thing as slalom racers. Everyone wants to hit tiles and coping. But lots of times you see people who have gotten the "poke" down; they get to the tiles, but their kick turns are not 100% there, and they often have to bail out. The pool rider who uses his or her head works on the turn first, always having the board directly underneath them, perfecting the stall, the 180 degree turnaround, and the reentry. Then, when the percentage of successful turns reaches the 90%-or-better range, the height comes on its own. "Forevers" in pools and bowls are the same as basic kickturns. Once you get the basic kickturn down on each side, then the transition across the bottom is the point of interest. Once the bottom of the bowl is figured out, you learn where to throw your weight to get higher on each side.

Laura Thornhill, employing inward attention to the minute details of technique.

Freestyle is probably the area of skating in which it is easiest to see the psychology of practice. The freestyler must perfect each trick individually, then link them together into a smooth routine. Without separate attention being given to each trick first, sequential routines are impossible. Anyone who has tried the most basic freestyle maneuver discovers immediately the need to focus complete attention on all the details in order to learn.

To put it all together; the reason we practice is so that we can rip when we ride. Sometimes you find that there won't be a hard black and white difference between practicing and riding. You often find yourself doing a bit of both. What is important though, is that you realize the difference between the two. There are times when it's good for your development to just concentrate and practice. Other times it's best to cut it loose and just ride, grooving on the flow. If you can distinguish in your head the difference between the two, your ability will increase because of being in touch with just what you are doing. Realize when you are practicing, and when you are riding—and rip at both.

Aloha

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Position 1
Positive front wheel tracking — good beginning position excellent slalom position

Position 2
Radical rear truck action gives sharp turning ability

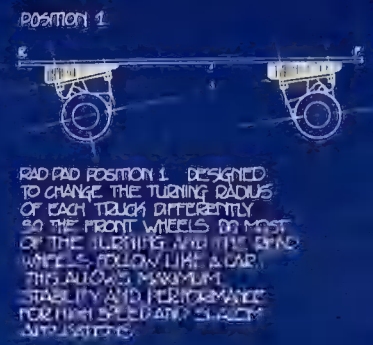
Position 3
Excellent turning provided by even stronger front wheel tracking. Moderate high speed stability

Position 4
For stable cruising with moderate turning

Position 5
Slalom position for high flexboards using System 2 (recommended by Gordon & Smith for Fiberflex boards)

Position 6
Using one pad from System 3 and one pad from System 4

By mixing systems you can get even more positions. Try your own positions and tune your board to fit the way you ride.



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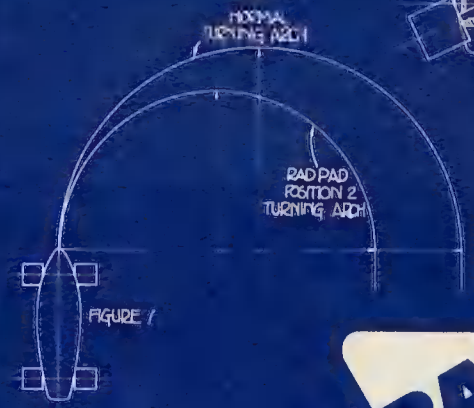

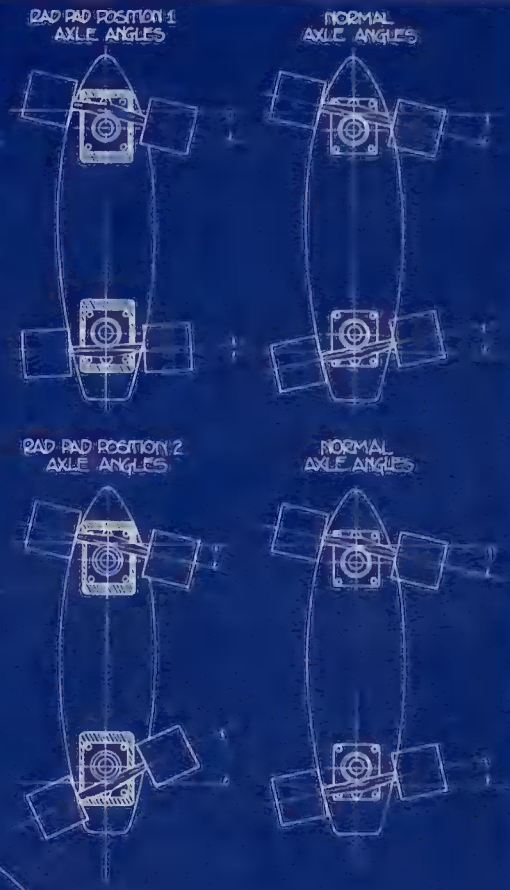

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SURF LEASHES (VAL SURF brand): ☐ cinch up $2.50, ☐ velcro $4.50, ☐ power cord $7.95, ☐ urethane cord $8.95; ☐ Box Bolt attachment $1.50; ☐ "Stick It" $3.95.

SWIM FINS, CHURCHILL SURFER: ☐ soft blade $19.95, ☐ stiff blade $23.25. Shoe Size_____; ☐ Fin Tethers $3.95.

BOOKS/MAGAZINES: ☐ The Skateboard Book $3.95, ☐ Skateboard Handbook $2.95, ☐ Anybody's Skateboard Book $3, ☐ The Complete Book of Skateboarding $4.50, ☐ Skateboard Repair Manual $2.50, ☐ Surfer or ☐ Surfing Photo Annual $2.50, Surf Guide to ☐ Cal. or ☐ Hawaii $3.95, Magazines $1.50: ☐ Skateboarder, ☐ Skateboard World, ☐ Wild World of Skateboarding.

BOOGIES: Morey: ☐ Lg. $45, ☐ Sm. $37, ☐ Leash $6; Surf Flexie: ☐ Lg. $60, ☐ Sm. $50; Bolt Wave Jammer: ☐ Lg. $50, ☐ Sm. $40; ☐ Fin Kits (adaptable to all) $11.95.

STICKERS (small) 35¢ (includes postage): ☐ Logan Earth Ski, ☐ Dewey Weber, ☐ Weber Performer, ☐ Powerflex.

STICKERS (medium) 50¢ (includes postage): ☐ VAL SURF, ☐ VAL SURF Skate, ☐ Pray For Surf, ☐ Bing, ☐ G&S, ☐ O'Neill, ☐ Katin, ☐ Hobie, ☐ Hobie Power, ☐ Alligator Wheels, ☐ Bennett Truks, ☐ Road Rider, ☐ Park Rider, ☐ Z-Flex, ☐ Lightning Bolt Hawaii, ☐ Surfer, ☐ Surfing Mag., ☐ Skateboarder Mag., ☐ OJ, ☐ Tracker, ☐ G&S Fibreflex, ☐ Sims Pure Juice, ☐ Logan Earth Ski, ☐ Power Paw, ☐ Bahne, ☐ Cadillac, ☐ Santa Cruz, ☐ Rad Pad, ☐ Dewey Weber, ☐ Weber Performer, ☐ ACS, ☐ Magnum, ☐ Lemon Juice, ☐ Kryptonics/Star Trac, ☐ Powerflex.

STICKERS (large) $1 (includes postage): ☐ I'd Rather Be Surfing, ☐ I'd Rather Be Skateboarding, ☐ Surfers Do It In The Tube, ☐ Keep Surfing, ☐ Surf Bare, ☐ Skateboarder Mag., ☐ Logan Earth Ski, ☐ Dewey Weber, ☐ Weber Performer, ☐ Sims Pure Juice, ☐ Gull Wing, ☐ Powerflex, ☐ Z-Flex.

CLOTH PATCHES $1.50 (includes postage): ☐ VAL SURF, ☐ Keep on Surfin', ☐ Hawaii, ☐ Pair foot prints, ☐ Surf's Up, ☐ Surfer, ☐ California, ☐ Skateboarder, ☐ Wheelie, ☐ Nose Wheelie, ☐ 360°, ☐ Sidewalk Surfer, ☐ Road Rider, ☐ G&S.

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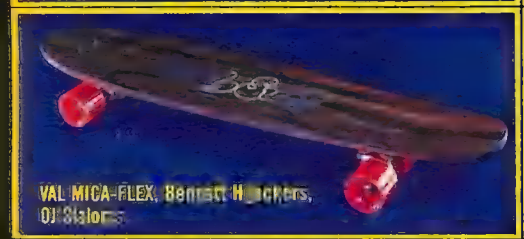

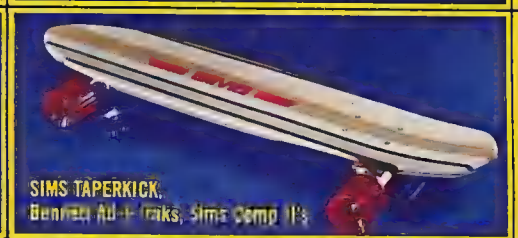

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"[illegible] CUSTOM [illegible] CENTER"...PLEASE NOTE: The price of a complete [illegible] is the [illegible] of one board, [illegible] trucks, four wheels, two pads & tape [illegible] desired), and the appropriate [illegible] charge for assembling and tuning. If desired, just first three board color preferences (substitution may still be necessary) & truck hole pattern for board only orders. To insure immediate delivery, pay with [illegible] order and read the coupon carefully before ordering.

BOARDS [illegible] (BLANKS)

☐ OAK KT: ☐ beveled/raised bottom or ☐ wheel wells for clearance, VAL SURF grip tape, clean finish, ☐ 27", ☐ 29", ☐ 32" $15.95.
☐ BENT TAIL (ash): two piece laminate, wheel wells, clean finish, ☐ 27" $19.95, ☐ 29", ☐ 31" $21.95.
☐ BENT TAIL (lam.): multi laminate "hour glass" stringer design, wheel wells, clean finish, ☐ 28" $24.95, ☐ 31" $29.95, ☐ 35" $34.95.
☐ ROOF RIDER (ash): two piece laminate, rocker/continuous curve — low center of gravity, wheel wells, clean finish, ☐ 29" $23.95.
☐ SKI-SKATE: multi laminate wood stringer design, formica bottom, high gloss finish, ☐ 27" $34.95, ☐ 29" $39.95.
☐ MAHOGANY: flat, silica sand grip deck, clean finish, ☐ 24", ☐ 27" $9.95, ☐ 30", ☐ 32", ☐ 36" $11.95, ☐ 40" $12.95.
☐ MICA-FLEX: bent tail, very soft/subtle flex, extremely light, mica/milimine/resourcenal laminate, ☐ 27" $21.95, ☐ 29" $23.95.
☐ FIBERGLASS: hand laminated, textured deck, multi-colored, ☐ 24", ☐ 27", ☐ Flat, ☐ KT, or ☐ Double Kick (25" only) $15.95.
☐ PRESSED FIBERGLASS: pultruded (heated & pressed), textured deck, ☐ Flat, ☐ 24", ☐ 27", ☐ 30" $9.95; ☐ Camber/Cutaway/KT, 27" $12.95.
☐ ALUMINUM: double kick, anodized colors, strongest made, ☐ 24", ☐ 27" $14.95.

MAGNUM Shooting Star, wood KT, grip taped, ☐ 27" $32, ☐ 30" $35; Complete with MAGNUM trucks, wheels & fork: ☐ 27" $112, ☐ 30" $115.

G&S FIBREFLEX, grip taped: ☐ 25" KickTail, ☐ 26" Cutaway, ☐ 26" Freestyle, $24.95; ☐ 27" KickTail, ☐ 27" Bowl Rider, $26.95; ☐ 26" Steve Cathey Freestyler, $27.95; ☐ 29" Bowl Rider, ☐ 29" Cutaway, $28.95.

G&S WARP TAIL Stacy Peralta Model, grip taped: ☐ 25" $19.95, ☐ 27" $21.95, ☐ 29" $23.95.

G&S WARP II Stacy Peralta Model, grip taped, [illegible] ply laminate, slightly wider than I: ☐ 27" $24.95, ☐ 29" $26.95.

SIMS: WOOD KT, ☐ 27" $19.95, ☐ 30" $21.95, ☐ 33" $23.95, ☐ 36" $25.95, ☐ 44" $29.95; TAPERKICK, ☐ 27" $34.95, ☐ 30" $37:50, ☐ 33" $39.95, ☐ 36" $41.95.

HOBIE: ☐ FLEX, wood/fiberglass laminate, grip taped, gradual/full KT, ☐ 27" $29.95; ☐ PARK RIDER, wood, rocker, wheel wells, grip taped, ☐ 26" $19.95, ☐ 28" $21.95, ☐ 30" $23.95; ☐ MIKE WEED MODEL, fiberglass, KT, textured deck, abstract coloring, ☐ 25" $27.50.

LOGAN EARTH SKI: ☐ oak wood, KT, ☐ 25", ☐ 27", ☐ 29" $18.95, ☐ 30½" Brad Logan or ☐ 32" Torger Johnson, $19.95 (almond +$5, rose +$10).

BAHNE: ☐ WOOD KT, grip taped, ☐ 27", ☐ 30" $21.95; ☐ PRESSED FIBERGLASS, textured deck, solid colors, ☐ 24", ☐ 27", ☐ 30" $16.95.

Z-FLEX: ☐ Jay Adams, 30", molded/lam. fiberglass, foam/honeycomb rib, wheel wells, $38.95; 27" ☐ Rocker or ☐ Rocker/KT: ☐ Std. $27.95, ☐ Ultra light w/grip tape, $32.95.

SANTA CRUZ: ☐ 5/PLY, laminated wood, bent tail, grip taped, ☐ 27" $23.95, ☐ 29" $25.95; ☐ PROFLEX, wood/fiberglass laminate, grip taped, gradual KT, ☐ 26½" ☐ 28½" $25.95.

WEBER PERFORMER: ☐ WOODY, cutaway/KT, grip taped, 28" $27.50.

POWELL: ☐ QUICKSILVER, 28½" $39.95, ☐ QUICKTAIL, 28½" $59.95.

BANZAI: ☐ 24" aluminum, double kick, $15.95.

MAKAHA: ☐ oak wood KT, ☐ 29", ☐ 31" $17.95.

TRUCKS, [illegible] (2 needed per board)

BENNETT: ☐ Hijacker $6.95, ☐ Pro $8.95, ☐ Ad+Trak $10.50.

TRACKER: ☐ Haf Trak $10.50, ☐ Mid Trak $10.95, ☐ Full Tracker $10.95.

☐ H.P.G. GULL WING $15.95, (☐ Support Bracket $2.50). ☐ STROKER $26.95.

ACS: ☐ "500" $4.95, ☐ "651" $7.50, ☐ "650" $7.95, (Black/Gold +50¢).

☐ MAGNUM $17. X-CALIBER: ☐ Galaxy $3.95, ☐ Pro $6.95.

CALIFORNIA SLALOM: ☐ Pro $6.50, ☐ Wide Track $6.95.

BAHNE: ☐ "110" $5.95, ☐ "130" $7.95, ☐ "150" $9.95. ☐ CHICAGO $3.50.

WHEELS, each (4 needed per board)

Precision Wheels (price includes 2 precision IKS bearings & spacer; German bearings—add [illegible] per wheel, without any bearing—subtract $1.50 per wheel).

☐ BENNETT ALLIGATOR™ $8.50.

ROAD RIDER: ☐ #2 $4.95, ☐ #4 $6.95, ☐ #6 $7.95, ☐ Henry Hester $6.95.

PARK RIDER: ☐ #4 $6.95, ☐ Logan #5 $7.50.

SIMS PURE JUICE: ☐ Mini Comp $6.95, ☐ Comp. or ☐ Bowl Rider $7.25, ☐ Comp II or ☐ Giant Slalom, $7.50.

OJ: ☐ Slalom $6.50, ☐ Hot Juice $6.95, ☐ Super Juice $7.50.

KRYPTONIC, STAR TRAC: ☐ 60mm $6.95, ☐ 70mm $7.95: ☐ Blue ☐ Grn. ☐ Red.

POWERFLEX: ☐ #3 $5.95, ☐ #5 $7.50, ☐ #7 $8.50 (asst. colors).

☐ YO YO Steve Cathey Freestyle $6.50 ☐ Red (88) ☐ Yellow (91).

BONES/POWELL: ☐ Slalom $6.95, ☐ Skate Park (shown) $7.50.

POWER PAW: ☐ Sm. $4.50, ☐ Lg. $6.50, ☐ XL (shown) $7.50.

YANDALL: ☐ Slalom $6.50, ☐ Bowl Roll (shown) $7.50.

MAGNUM (tire, hub & fork): ☐ Slalom (shown) or ☐ Radial $12.50.

☐ VAL SURF (2½"×1¾", radial edge inside and out) $5.95.

CADILLAC: ☐ DK 38 $4.25, ☐ DK 51 ☐ blue ☐ tangerine $6.25.

ROLLS ROYCE: ☐ Cobra $5.95, ☐ Cobra Comp $6.50, ☐ Banzai $7.50.

☐ TUNNELL Rock (Comp.) $6.50. ☐ SUNBURST $6.95.

☐ LEMON JUICE (XL bearing) $8.95. ☐ EMOTION Speed $7.95.

WEBER PERFORMER: ☐ Mini Slick $3.50, ☐ Freestyle $4.50.

(Coming Soon...Kryptonic 65mm & Slalom, G&S/Weaver Kryptonic)

Loose Ball Wheels

ROLLER SPORT: ☐ Mark IV $1.50, ☐ Racing Slick $2.

CADILLAC: ☐ Reg. $1.50, ☐ DK 38 $2.50, ☐ DK 51 $3.50.

POWER PAW: ☐ Sm. $2, ☐ Lg. $3.50.

SAFETY EQUIPMENT

HELMETS: ☐ NORCON (s, m, l) $12.95, ☐ COOPER: ☐ SK 100 (adjustable) $7.95, ☐ [illegible] 300 (xs, s, m, l) $17.95, ☐ SK 600 (adjustable) $22.95.

ELBOW PADS: ☐ COOPER (xs, s, m, l) $7.95 ☐ FLARICO (one size) $5.50.

KNEE PADS: ☐ FLARICO (xs, s, m, l) $5.50. ☐ WRIST GUARDS, HOBIE (s, m, l) $12.50.

GLOVES (xs, s, m, l, xl): ☐ PALM PADS, RECTOR $17.50; ☐ KIP: ☐ Freestyle $17.50, ☐ Husky $18.95; ☐ POWER $15.95.

☐ MAKAHA Skateboard Shoe, even sizes 4–12 _____ $21.95 (available Sept.).

☐ RECTOR SKATE PANT, corduroy, hip &tail bone pads (removable), tie string back, waist _____ $21.95.

Competition Jerseys (see T-shirt page).

ACCESSORIES

Grip Tape, per foot, widths: ☐ 1" 20¢, ☐ 2" 40¢; ☐ 3" 60¢, ☐ 4" 80¢, ☐ 6" $1.20; ☐ VAL SURF tape, die cut to fit VAL wood KTs ☐ 27" or ☐ 29" $1.50; ☐ "Toe Hold," silica/sand clear coating $2.95 kit.

Elevator Shock Pads, each: Rubber: ☐ ¼" 40¢, ☐ ½" 75¢; Urethane (transparent colors): ☐ ¼" 75¢, ☐ ½" $1; ☐ RAD PADS (set, incl. hardware): ☐ "Slalom" ☐ soft ☐ hard $4.50, ☐ "Freestyle" $3.50.

Wrenches (truck style _____): ☐ Flat 50¢, ☐ Socket "T" $1.50. ☐ "4-Way" Socket $1.95, ☐ "Super Wrench" $4.50, ☐ MAGNUM fork $1.95.

Precision Bearings, each: ☐ IKS $1, ☐ German $1.50, ☐ _____; ☐ Loose Ball Bearings, 2¢ each, #_____.

☐ "Nose Bumper" $1.95. ☐ "Wheel Extenders," fits 5/16" axles fully threaded, ☐ Prec. or ☐ Ball, $1.95 pair. ☐ "California Skateboard Brake," ☐ left or ☐ right foot forward, $14.95. ☐ "Suspenders," velcro shoe/board attachment, s, m, l, $14.95 pair. Bags: ☐ Denim $5.95, ☐ "Robinak" $15.95, ☐ "Omac" $15.95 bd. size _____.
☐ "Dual Skid Plate" $1.95.

☐ Slalom Cones $1.25, each #_____. ☐ Bennett red rubbers, set of 4, $2.

☐ Aluminum "Bennett" base plate $1.95. ☐ "U.S.A. SKATEBOARDING" license plate frame $2.95.

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#01 POLYPLASTIC KICKTAIL SKATEBOARD. red, yellow, blue or multicolor, 2" × 2" wheels. **$10.**

#1 PULTRUDED FIBERGLASS SKATEBOARD. red, yellow, blue or surfer, die cast trucks ¼" pads, 2" × 2" wheels **$12.** **$30. RETAIL VALUE.**

#2 PULTRUDED FIBERGLASS BOARD . 24" or 27", ACS 430 trucks, ¼" pads, 2"×2" wheels, precision bearings. **$18.** **$40. RETAIL VALUE.**

#3 PULTRUDED FIBERGLASS BOARD 24" or 27", red, blue, yellow or surfer, ACS 500 trucks, ½" pads, choice of RR—6 (red), OR—6 (orange), RW—6 (red wide), or OW—6 (orange wide), wheels, grip tape, precision bearings. **$22.** **$50. VALUE.**

#4 24"/27" ALUMINUM DOUBLEKICK BOARD. Any color ACS 500 trucks, ½" pads, choice of RR—6 (red), OR—6 (orange), RW—6 (red wide) or OW—6 (orange wide) wheels, precision bearings, grip tape. **$28.** **$55. RETAIL VALUE.**

#5 COMPETITION WOOD KICKTAIL 24", 27", or 29" ACS 651 Black and Silver trucks, ½" pads, choice of RR—6 (red), OR—6 (orange), RW—6 (red wide), or , OW—6 (orange wide) wheels, precision bearings, grip tape. **$37.** **$65. RETAIL VALUE.**

#6 27" FIBERGLASS CAMBER-KICK CUTAWAY BOARD ACS 650 Black and Gold trucks, choice of RR—6 (red), OR—6 (orange), RW—6 (red wide), or OW—6 (orange wide) wheels, precision bearings, grip tape. **$39.** **$75. RETAIL VALUE.**

#7 27" POLISHED ALUMINUM CAMBER KICK CUTAWAY PRO/BOARD. Available in silver, black or gold, ACS 651 Black & Silver trucks, ½" pads, choice of RR—6 (red), OR—6 (orange), RW—6 (red wide), or OW—6 (orange wide) wheels, precision bearings, grip tape. **$45.** **$90. RETAIL VALUE.**

#8 27" POLISHED ALUMINUM CAMBER PRO/BOARD. Available in silver, black, gold, ACS 651 Black & Gold trucks, ½" pads, choice of RR—6 (red), OR—6 (orange), RW—6 (red wide), or OW—6 (orange wide) wheels, precision bearings, grip tape. **$50.** **$100. RETAIL VALUE.**

#9 27" FIBERGLASS CAMBER CUTAWAY BOARD Available in red, yellow, blue or surfer, ACS 651 Black & Silver trucks, ½" pads, choice of RR-6, OR-6, RW-6, or OW-6 wheels, precision bearings, grip tape. **$37.** **$70. VALUE.**

#10 27" ALUMINUM DOUBLE KICK CUTAWAY BOARD. Available in red, blue, black, green, gold or silver, ACS 651 Black & Gold trucks, ½" pads, choice of RR—6, OR—6, RW—6, or OW—6, precision bearings, grip tape. **$40.** **$80. RETAIL VALUE.**

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#00 ☐ red ☐ yellow ☐ blue _____ (quantity) @ **$16.** each. Sorry, no options available for **#00** Scooter except for colors. Total $_____

#01 ☐ red ☐ yellow ☐ blue ☐ multicolor _____ (quantity) @ **$10.** each. Sorry, no options available for **#01** board except for colors. Total $_____

#1 ☐ red ☐ yellow ☐ blue ☐ Surfer _____ (quantity) @**$12.** each. Sorry, no options available for **#1** board except colors. Total $_____

#2 ☐ 24" ☐ 27" ☐ red ☐ yellow ☐ blue ☐ Surfer _____ (quantity) @ **$18.** each. Sorry, no options available for **#2** board except for length and colors. Total $_____

#3 ☐ 24" ☐ 27" ☐ red ☐ yellow ☐ blue ☐ Surfer ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @**$22.** each Plus Options: ☐ 650 ☐ 651 ☐ B & G ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW—tun ☐ OW—tun ☐ mag Total $_____

#4 ☐ 24" ☐ 27" ☐ red ☐ blue ☐ black ☐ green ☐ gold ☐ silver ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @**$28** each Plus Options: ☐ 650 ☐ 651 ☐ B & G ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW—tun ☐ OW—tun ☐ mag Total $_____

#5 ☐ 24" ☐ 27" ☐ 29" ☐ RR—6 ☐ RR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @**$37.** each Plus Options: ☐ 650 ☐ B & G ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW—tun ☐ OW—tun ☐ mag Total $_____

#6 ☐ 27" ☐ red ☐ yellow ☐ blue ☐ Surfer ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ **$39.** each Plus Options: ☐ 651 ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW-tun ☐ OW-tun ☐ mag Total $_____

#7 ☐ 27" ☐ silver ☐ black ☐ gold ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ **$45.** each Plus Options: ☐ 650 ☐ B & G ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW-tun ☐ OW-tun ☐ mag Total $_____

#8 ☐ 27" ☐ silver ☐ black ☐ gold ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ [illegible] each Plus Options: ☐ 650 ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW-tun ☐ OW-tun ☐ mag Total $_____

#9 ☐ 27" ☐ red ☐ yellow ☐ blue ☐ Surfer ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ **$37.** each Plus Options: ☐ 650 ☐ B & G ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW-tun ☐ OW-tun ☐ mag Total $_____

#10 ☐ 27" ☐ red ☐ blue ☐ black ☐ green ☐ gold ☐ silver ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ **$40.** each Plus Options ☐ 650 ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW-tun ☐ OW-tun ☐ mag Total $_____

OPTIONS AVAILABLE

For ACS 650's add **$4.**
For ACS 651's add **$3.**
For Black & Gold finish on ACS trucks add **$2.**
For California Slalom's add **$3.**
For Giant RR—8 (red) or OR—8 (orange wheels) add **$4.**
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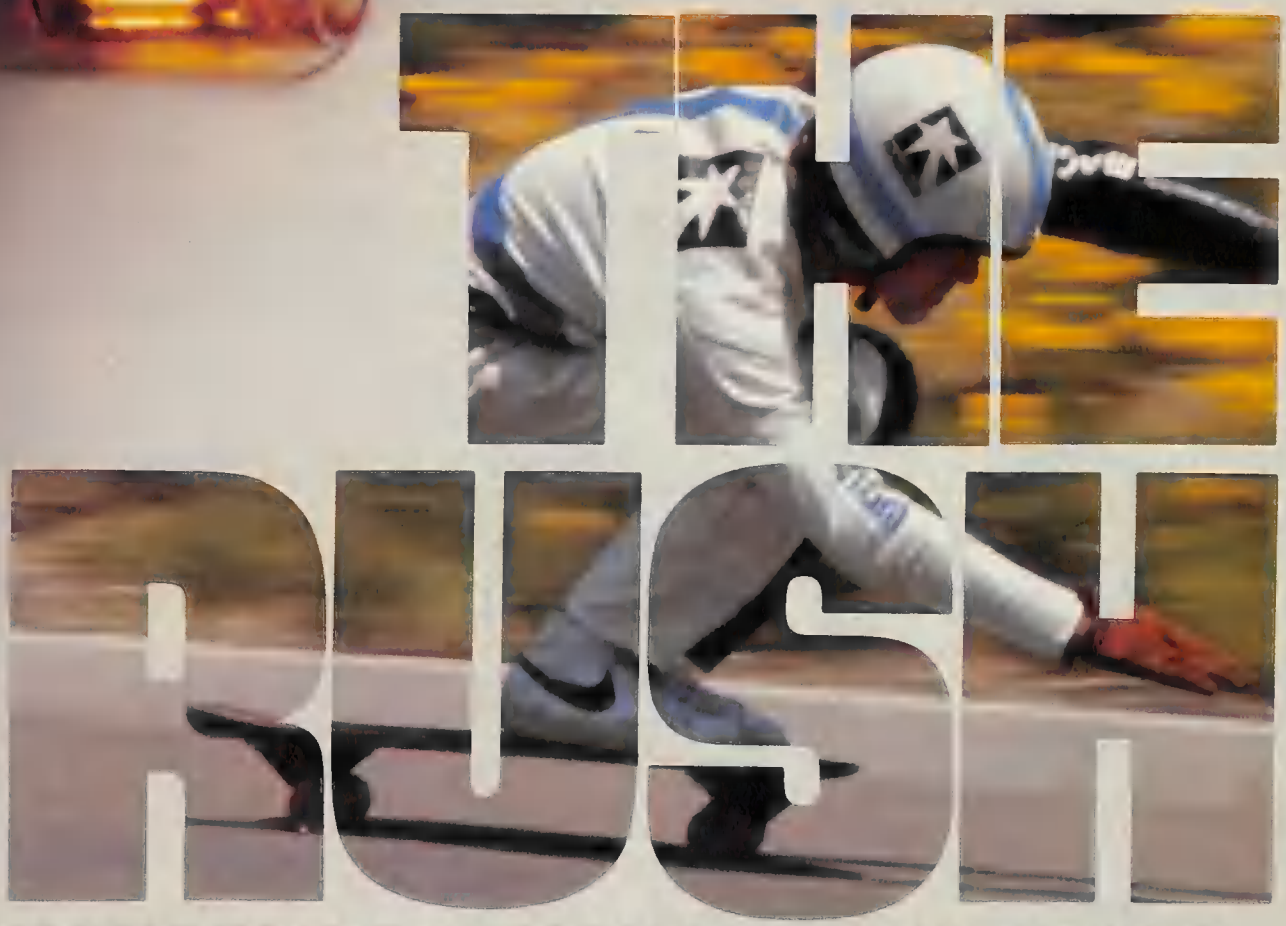

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That's why the Rainbow Wriststrap™ of the Rector Palm Pads Glovs™ has become a familiar sight on so many of these top riders. They have their choice of equipment and they choose Rector Palm Pads Glovs™ because they work. Isn't that the way it should be? We sure think so.

SKATEWEAR™ CONSCIOUSNESS

Most sports develop and become popular in basically the same way. First, the idea. Next, enthusiasts pioneer the sport until it matures with equipment and clothing which develop through the technology and demands of the sport. This is happening to skateboarding, and it's happening fast.

Whether you're a pro or just getting started with skateboarding, the flow is on and you're a part of it, with Skatewear from the ones who invented the word and the equipment. Rector draws the line, your line of skateboarding apparel.

FORM FOLLOWS FUNCTION

GLOVES. Your hands and wrists usually have to take the initial impact when falling or sliding, so we gave you the PALM PADS GLOVS™. They work the best, so far. PALM PADS™ are designed to be the all-around glove, but you might need a more specialized glove to suit your particular style. We have them. The **Skatepark Specials™**, a complete line of gloves designed for skatepark use. The **'Signature™'** freestyle glove. And the totally radical new **Palm Pads U-2™**.

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On page 104 you'll find the information on how to order all the RECTOR SKATEWEAR™ products plus a chance to help us get RECTOR SKATEWEAR™ in your local stores. And you'll make money doing it. TURN TO PAGE 104 FOR DETAILS.

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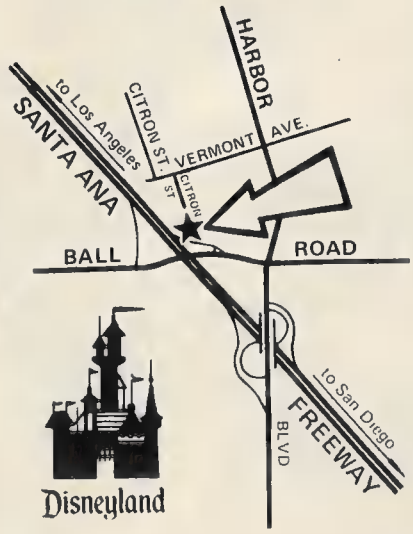

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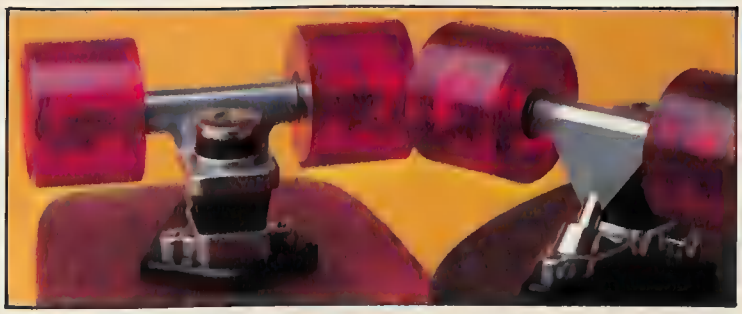

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Scott Halverson (above)
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Chris Collins (above)
"Hey, this board really handles fantastic."
Chris, under complete control as he is when riding Carlsbad Skatepark, shows how well the Pro-Fire board functions.

Scott Halverson (below)
"The weight of this magnolia wood board is perfect."
Captured here, Scott flies at top speed from the bottom of the deepest bowl at Anaheim's Concrete Wave.

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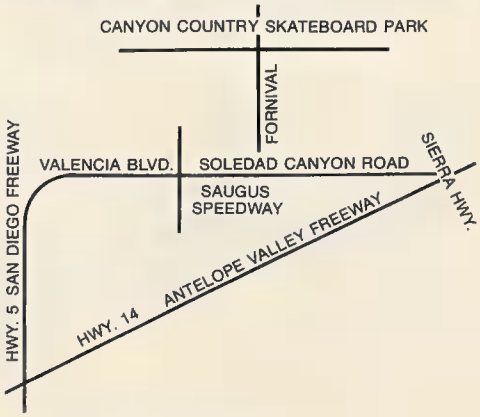

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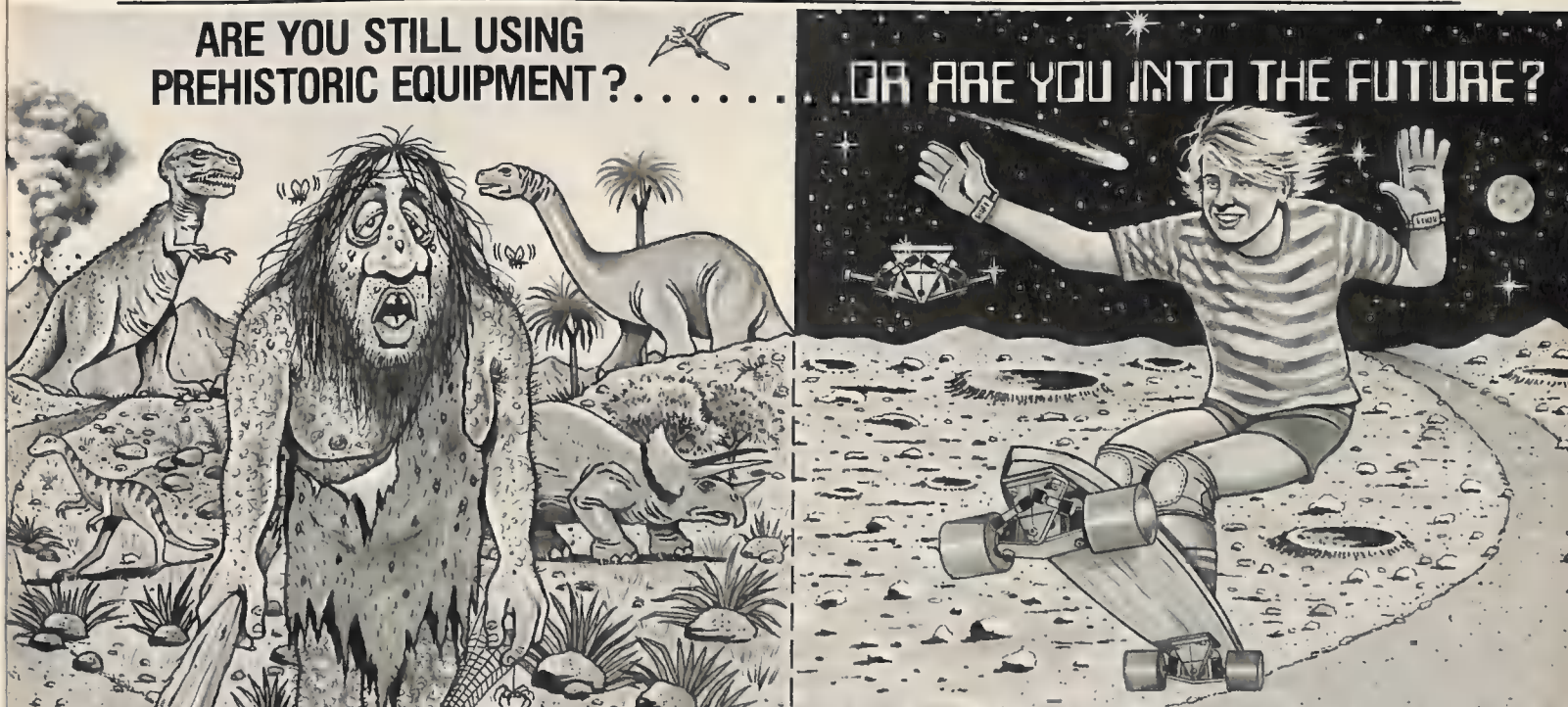

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City State

ASSOCIATION REPORTS

Denis Shufeldt, expert skateboarder, and the sport's premier announcer and multi-media go-between, discusses the ying and yang of both skateboarding generations, with ABC Sports Commentator, Bud Palmer, at the last Carlsbad Hang Ten. Denis was primarily responsible for putting the wheels in motion ('scuse the pun) for the recent California Free Former World Professional Speed Racing Championships in Akron, Ohio. Unfortunately, we rarely see the boy because he's been so unselfishly out on the road, seeing to the future of our young sport as it transcends through the delicate stages of international acceptance. It's definitely reassuring to know there's someone so qualified out there genuinely working for the skaters' best interests.

USSA

The USSA/WSA (United States Skateboard Association/Western Skateboard Association) is the first and earliest skateboard association to be formed as a nonprofit organization to establish safety standards for competitions and recreational activities. As well as becoming the vanguard of information and clearinghouse for members' ideas, the USSA also approves equipment, sanctions sites and officiates contests. After being in the thick of the skateboard scene longer than any other association or smaller clubs, the USSA/WSA has a larger membership than all others combined, both domestically and internationally. The USSA is credited with the very first World Skateboard Championships that were held in San Diego in September 1975, and televised by CBS Sports Spectacular. Also working in conjunction with the Guinness Book of World Records, the USSA/WSA administers the rules of several skateboarding events, namely: The Signal Hill Annual Skateboard Speed Run, and the high jump and barrel jump events held at the annual PSSA Championships in Long Beach. In 1976, the USSA worked closely with the ITA pro track circuit incorporating slalom racing as a part of the program, with such track stars as Brian Oldfield, Bob Segran, Steve Smith and Ben Jipcho (this event sanctioned by the WSA and produced by Bill Bahne).

Television has become an important means of exposing and promoting the sport of skateboarding in all of its varieties to the mass public, and the USSA is proud to have been affiliated with CBS's recent shows, "Challenge of the Sexes." More TV shows are coming up in the near future.

Currently, we are working on taking a skateboard demonstration team to the 1980 Olympics in Moscow.

As always, our emphasis has been on furthering the growth and development of the sport through safety education for those wanting to learn more. This organization has something for everyone. Our membership is $1 per year, entitling the member to a periodical newsletter and other benefits. Address all inquiries to: USSA/WSA, 246 Fries, Wilmington, CA 90744.

James O'Mahoney

ISA

ISA Headquarters have been bustling this month. Members of its PRO (Professional Riders Organization) have been meeting weekly to plan their participation and guidelines for skateboard events and contests throughout the year. As a result of their planning an ISA-PRO book on criteria and rules for contests is under way, and will be available by the end of July for $25.

Requests for PRO members and other experts on skateboarding have been coming in from across the country and abroad, as well as for the research information being gathered by ISA on all aspects of skateboarding. Russell Howell has been doing lecture-demonstrations for ISA around California. Brad Logan was hired to teach a course on skateboarding by the University of Calgary in conjunction with the 20,000-member Calgary Skateboard Association. And ISA's Executive Director, Sally Anne Miller, was keynote speaker at the Hawaiian Government's Conference on recreation in Maui. People who are forming national skateboard organizations in Canada, Belgium, and Japan have visited ISA's new offices to arrange information and consultation exchanges.

ISA Memberships, with different services, information and research available, may be applied for by amateur skaters at $10 yearly; for PROs at $25 yearly; for dealers, shops, and other organizations at $100 yearly; for skateparks and skatepark developers at $500 yearly; and for Associate Members at $750 yearly. Contact ISA at 711 W. 17th Street, Costa Mesa, California 92627; or phone (714) 646-0258.

Sally Anne Miller, Executive Director

PSSA

After two months of diligent negotiations, the Professional Skateboard Association has put together what we hope will be the premier outdoor race of the year. Twenty-five of the best skateboarders in the world will be racing for $10,000 in prize money in three events: giant slalom, speed racing, and skatecars (unlimited). This outdoor racing "world championship" was held on July 2-3 at Akron, Ohio. The site will be Derby Downs, the perfect 1,050-foot hill that is used for the National Soap Box Championships. The format calls for each racer to compete for two days to establish the four fastest average times. Next, those four finalists will race head-to-head to determine the world champion in each event. The event in Akron will be called the California FreeFormer World Championship—Speed Run and Downhill. All the thrills and spills will be seen on CBS-TV Sports Spectacular. The first of two TV shows will air on July 16. Consult your local listings for the second show.

Don't forget (and don't miss) the "Super Bowl" of skateboard contests—The California FreeFormer World Championships. The dates are September 24th and 25th at Long Beach, California. For booth and ticket information, as well as membership info for the PSAA, please write me at: 292 S. LaCienega Blvd., Beverly Hills, CA 90211. See you in September at Long Beach.

Don E. Branker, President

SRA

Please be advised that the Pro/Am Skateboard Racing Association's 1977 World Pro Skateboard Championships, scheduled for August 27/28, have been rescheduled for December, 1977. The original World Pro Titles will be held at Skatepark Montebello, which is being greatly expanded to accommodate the event. We would like to thank Mr. Gary Peacock of Skatepark Montebello for his tremendous support.

The 1977 World Pro Skateboard Championships will be an invitational event, with a select field of the top Pro men and women skaters in the world.

Events:

1) Dual Downhill/Speed Race
2) Head-to-head Team Relay
3) Freestyle (combined flat surface and bowls)
4) Dual Slalom
5) Freestyle Aerials (by special invitation)

We would like to thank ABC Wide World of Sports for the excellent coverage they gave the 1976 World Skateboard Championships. We are looking forward to working with them again in 1977. If you liked the 1976 event (aired Easter weekend on ABC Wide World of Sports), let them know you appreciate their support of skateboarding. ABC Wide World of Sports, World Skateboard Championships, 1330 Avenue of the Americas, New York, NY.

Be watching for the upcoming movie, "Skateboard," premiering in August 1977. The Pro/Am Skateboard Racing Association supervised and sanctioned the major competition segments of the film. All the hot skateboard superstars will be in it! For information on the Pro/Am Skateboard Racing Association: P.O. Box 578, Dana Point, CA 92629.

Tom Padaca/Jean Markell

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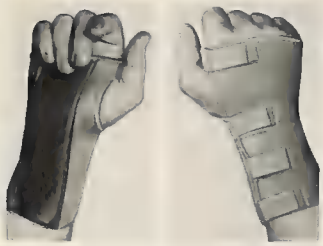

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The Sky's The Limit!

by Tom Henn

We find ourselves confronted with a unique situation this issue; a new product (just one of the many continually brought to our attention) that promises to provide a substantial, possibly even revolutionary, advancement to our already outrageous sport. SKATEBOARDER doesn't ordinarily do feature articles concerning new commercial properties, but in accordance with our goal of accurately reporting any and all news that has plausible significance to the sport as a whole, we present the following. Read on and judge for yourself. . . . Ed.

Reseda, now frequent scene of the all-too-common (unsuccessful) airborne attempt, plays host to a more calculated brand of aerial achievement. Hackett plays his ace in a high place.

photography by warren bolster

With the ramp adjusted to maximum height, and innovator Tom Henn acting as a human brace, Jim Allard—attached, but not bound—launches himself with authority at Reseda's SkaterCross.

Paul Hackett overfly at Reseda. A custom, adjustable wooden jump, made by ramp-builder "Woody" Allen (who also, incidentally, built the new, steep take-off ramp at Reseda), facilitates a safe, step-by-step acclimation to new-found height and distance.

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Full warp at Reseda. Jim Allard makes the most of the normally undesirable Valley air.

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High-speed sequential insanity by the very outrageous Paul Hackett (note this month's cover photo shot = 6).

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Hackett in suspended radicalization.

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Going for distance in swept-back suspension. Jim Allard touches down for a safe taxi, 13-18 feet down the line.

What is it?

Some are calling it the most radical breakthrough yet. Others feel it may prove itself as necessary to skateboarding as ski poles are to snow skiing. In actuality, it is a recently introduced skateboard attaching system known as "Suspenders." A simple device, it consists of two foot harnesses (one for each foot), and a pad that is glued to the board, serving as the holding unit. The harnesses are attached to the feet with self-adhering straps, and may be worn over either shoes or bare feet. This patented formula harness-to-pad allows new realms of skateboarding not previously within reach. The once difficult becomes routine . . . the "Impossible" can now be accomplished. Curb jumps, high jumps, ramp jumps, aerial in and out of pools, all can be done without having to lean over and hold the board.

While there **have** been other harnessing devices put to use in the past, their inherently dangerous nature never really yielded the confidence necessary to approach the surreal. "Suspenders" are designed so that the feet may be attached anywhere on the skateboard the rider wishes, and released simply by a slight twist of the foot. The board will stick as long as you don't move your feet.

Origins:

Gary Strauss and Tom Henn, a couple of Malibu surfing enthusiasts, conceived the idea while sitting on the beachfront watching skaters. The pair quickly formed a California corporation to market Suspenders and other skateboard products. Their firm, International Skateboard Designs, holds full title to the product's patent. Testing of the device was done by the Malibu Skateboard Team and their coach Ray Allen. Despite initial reactions of "What do you mean, up a curb?" or "Is the board tied onto your feet so you eat it if you don't make it?" etc. The team riders soon found the Suspenders-aided sessions to be heavy workouts indeed.

Ray used his expertise to craft several specially designed launching ramps. Six-foot drops, over-the-car flights, and ramp-to-ramp leaps became the norm. Gravity seemed the only limit to the heights they could reach. At their first Suspenders pool-riding experience, the skaters were totally above the coping, and doing aerial 180's back into the bowl, all without touching the board with their hands. New licks were thoroughly explored, since the whole body could be used for balance, height and turns.

To date, the Malibu contingent has put Suspenders through the maximum stress tests, and the skaters have bound their own abilities to have increased significantly. For an indication of how radical Suspenders might help the sport become, just look at skiing. With the ability to take the skateboard with you **in relative safety**, hot-dog skating can be just like hot-dog skiing. Helicopters, front and back flips, mogul-to-mogul, downhill, slalom, giant slalom . . . the sky **is** the limit.

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Hackett, peaking out at a record height in the pool.

Opening Day At The Park

by John Smythe

Photos: C. R. Stecyk III

OPENING DAY AT THE PARK IN BUENA PARK

Actually, it wasn't really opening day, because the management had allowed the skate cognoscenti to cruise the contours in the interest of design feedback. It was the **official** opening day, and there were plenty of officials there.

On tap for the occasion were the mayor, various councilmen and assemblypersons, Miss Buena Park, the Chief, the police, insurance agents, the black pimp from Baretta, lovely little Laura Thornhill, the Good Humor man, assorted groupies, television, radio and other media personalities. There were some of the best; there were some of the worst. You could have been blinded by the magnitude of the starlight. The paramedics were on standby while a couple of hundred eager kids awaited their turn to sample the new topographies. All in all, it was a cosmetically clean deal.

The skatetopians had spared no expense, and even the most minute details were scrupulously attended to. The pink champagne in the long-stemmed glasses, the super graphics on the walls, the housing-development-style festival flags, and the hand-dyed green grass all added to the professional presentation.

SIDELIGHTS

The Price Is Right

A manufacturer, who shall here remain unnamed, reportedly handed out forty "team" jerseys to riders he had never laid his eyes on before. Now we all know you can buy a name skater for a day's photo session with your product, but who would have ever dared dream of getting forty at once? They must be cheaper by the dozen.

It Was A Long Way From San Bernardino

Two Hell's Angels from the San Berdoo chapter lounged on their chrome-laden Harley Hogs in front of the Pro Shop. With them, wearing mirrored sunglasses, white Italian shoes, black satin shirt and blood-red corduroy pants with a Gucci belt, was Paul Hoffman. While claiming to be an incognito skate star, Paul discussed the virtues of suicide shifts on Sportsters, and made assorted comments to the passing females. A typical passage was, "Hey, sweetheart, turn around; I think I'm in love." When the girl would look around hesitantly, Hoffman would deadpan, "Sorry, Baby, I can tell I made a mistake." After a while, the Angels, who themselves looked slightly out of place, are thinking out loud that this licentious youth was totally out of sync with the surroundings. To counter the bikers' suspicions, Paul grabbed a skate that he had stashed in the bushes, and promptly cranked 14 one-

Alva. Getting down at Upland.

Stacy Perrilla. A fifth generation supergraphic that has worked its way from the pages of this mag out onto a wall and back again. Photographer's comment: "I'm still waiting for my check.

footed nose 360's. The two Angels, obviously more dazed than confused, kicked their starters over and split.

THE GREAT PRETENDERS

The people at the registration desk were continually confronted by media pretenders, all desiring accreditation to gain access to the event. Depending upon their act, they usually claimed to be from either SKATEBOARDER, ROLLING STONE, or SPORTS ILLUSTRATED. With the Beast, Giggles, Seymour Snow, Ray Woody Allen, The Dull Brothers, Tall Dog, Tarzan Junior, Sam Fernando, James Cassimus, Tom Robbins, and all the rest of the "real" media men present, it was a hard party to crash.

THE CHALLENGE

The Pepsi-Cola Skateboard Team was hovering on center stage. Stacy Peralta's sly, slick and subtle humor on the microphone had the audience in stitches. The members of the Pepsi unit displayed a variety of freestyle forms that surely changed some minds. The surprise of the show came from the ever-amazing Waldo, who gave the assembled multitudes an eloquent safety-first speech. The new Autry is such a credit to the sport, one wonders how his old sponsors at the Becks Brewery ever allowed him to bolt the fold and take up the Pepsi Challenge.

After the demo, Gregg Ayres categorically stated to this reporter that he's never heard of anyone named "Queaver," or of a maneuver called a "boinker."

FAR FROM THE MADDENING CROWD

Ignoring the celebrating convocation, Lonnie Toft, north countryman, was undergoing some strange transformations atop his eight-wheeled, wide-bodied skate vehicle. Several gathered around the back pool in astonishment as Toft rolled continual one-wheelers (seven wheels out). It was a form of riding not many have witnessed before, since there are few practitioners. The word "outrageous" routed out on the bottom of Lonnie's board best describes his actions. The configuration of his wheels, the inherent flex ratios, and the ample plan shape of the board all make for unique weight-leverage characteristics. Those who have ridden Toft's crafts have commented that the sensations are quite close to the surfing experience. Critics have called the eight-wheeler unfunctional. Lonnie just calls it fun.

THE GAZE OF THE GLASS EYE

Backs of photo documentarians stalked the environs seeking activities to scrutinize with their glass eyes. Throngs of star-struck hopefuls grav-

Wally Inouye. A reputation not built on media hype.

What else can you say, but there's seven wheels out. Lonnie Toft, Skatopia.

Arthur Lake: Into total realization of cylindrical kinetic energy.

itated around the more notable shooters in the same manner that planets orbit the sun. In short duration, the lens boys had almost unanimously decided to confer their attentions upon Tom Inouye. (It was a logical choice, since Wally is one of the few individuals around whom people had heard about long before they ever even knew his name. Succinctly stated, his reputation is not built upon media hype. No matter what anyone tells you, it's what the boys say on the street that counts.) Unfortunately for the photographers, Inouye seemed either unaware or uncaring about their activities, and he repeatedly alternated runs, and in general avoided the scene. It was quite humorous as those dedicated disciples of the great yellow father, George Eastman, set up to shoot the skater only to discover that their target was in another vicinity. They would swiftly relocate only to find that the elusive lad had escaped from their sight once again. When they momentarily encountered him, it seemed as if his super-quick moves far exceeded the technical proficiency and lag time of many of the photographers. Wally would do a stylish frontside roll four or five blocks up the wall, and depart while the cameramen still fumbled for their shutter buttons. You have got to be quick to catch lightning in a jar, and you have got to be high to see it before it falls. It was just another day in Buena Park. It was all done in fun.

GETTING DOWN IN UPLAND

Sessioneering, somewhat akin to imagineering, is that unpredictable aspect of the skateboard experience that occurs whenever the varied personages that comprise the contemporary vanguard assemble together. The action is always faster, always more furious, and the limits are always pushed further than ever before. The site of these high-octane situations continually floats. Since paths invariably will cross, the sole determining factors are the skaters present. If you get the right combination of terrorists, it's going to happen no matter what. You can't prevent it, can't control it, and can't avoid it. The only thing left to do is just sit down and dig it. The site might be in the wilds at a spot known only to the inner circle, or it may be in a more public forum. On a day close to the 4th of July, in 1977, it all came down at the Pipeline Skatepark in Upland, California.

Foster DuPont, heir to a paint and chemical fortune, man about town, and a skater of incredible dimension, had the word, and was on his way. He'd gotten the basic drift that morning at a freeway fakie session on a curvilinear banked support under the overpass on Interstate 105. It was while

Arthur Lake gives you the bird, in the form of his incredibly well-trained pigeon, Maxfield.

Tony Alva. High lines in the Upland blow hole, where it's always 110 degrees in the shade.

A typical picture of Arthur Lake rocking out at the old Manhole.

piloting his pearlescent-blue-flamed '48 Chevy lowrider through Pomona that a garbage truck tried to pull the old two-lanes-into-one squeeze play. Foster put the accelerator to the floor, and cleared the intruding truck by inches, and gave the other driver an appropriate gesture. Instantly, the red light of the Highway Patrol summoned both the refuse carrier and the lowrider to the side of the road. The garbageman received a ticket for his trouble, while the cop only wanted to check out DuPont's mobile. The officer, having expressed suprise at the rider's sudden burst of speed, was treated to a viewing of Foster's 427-cubic-inch, fuel-injected Corvette engine and five-speed box. Fully stoked, the patrolman remarked it was the first fast-action lowrider he'd ever seen. The law agent was particularly enthralled with another of the modifications to the car. Never wanting to be thirsty during his travels, the millionaire mechanic had converted his trunk into a refrigeration unit. The cooler was stocked with DuPont's favorite elixirs, including cases of Pilsner Urquell, Lowenbrau Zurich, Anchor Steam, and Heineken Dark. Foster offered the lawman his pick, but the latter declined since he was still on duty. In consideration of DuPont's lack of familiarity with the region, the cop gave him a one-motorcycle escort to his destination.

The gang in the Pipeline parking lot were taken aghast as the lowrider slunk in with its legal guardian's siren blasting. Foster glided from the auto, waved goodbye to his new-found friend, and surveyed the situation. At that particular moment, the activity was halted, since the unrestrainable Jay Adams had put out the fluorescent light in the top of the 22-foot cylinder. While the attendants swept up the remaining glass, the park's owner drew plans for a protective shield to guard against any future shattering occurrences. The crew was clustered at the mouth of the tubular playground, trading lines and attacks. Alva and Biniak were making extremely high front-side drops. Waldo pushed his backsides to the hilt. Ayres dwarfed the concrete enclosure with authority. The local, Crazyman, projected some acute climbs. Thai Creenst showed his usual force. Peralta was doing 360's past the vert. Wally was launching free flights off the lip. On one memorable ride, James Muir, skating with a broken arm, transversed high into the fourth quadrant, and free-fell the full measure, landing on his cast, which caused one female onlooker to faint dead away. (He continued to skate after comforting the lady in distress.)

It went on like that for hours, and since such intense feats take their toll, we finally had to adjourn. We fled with DuPont in the Chevrolet Deluxe, and

(Above and following page)
Paul Constantineau proves style doesn't come free.

headed for the darkness of L.A. at night. As we departed, Dan Devine pulled in with Paul Constantineau and Shogu Kubo in tow. Reports circulated that the Beast was bringing more famous faces. Yes, the heat was on . . . and it was only going to get hotter.

PHOTOS OF GHOSTS, OR TUBE SHOOTING

The phantom-like projections of a projectile in flight. The potentiality that comprises the greater part of actuality. These were things the young skater realized intuitively, but had never bothered to dwell upon. All of the above, and more, were about to become physically apparent to Arthur Lake.

As he neared the end of the five-mile hike to the rumored location of a downhill pipe, the fragrant scent of the surrounding lemon groves wafted over the mountain ridge. Lake's superbly trained pigeon, Maxfield, was aloft in the point position. Anticipations were very evident, since Arthur and his companions had driven 150 miles from the coast to check out the reported cylindrical concourse. They realized that the pipe might turn out to be nonexistent, but had decided to take a chance . . . after all, it's not **where** you go, but **how you get there** that counts.

Reaching the summit, they looked down into the valley and saw the concrete cage bored into the mountainside. It was a pipeline all right . . . but there was one major drawback. The pipe measured only eight-feet in diameter. Lake's companions, older in age and experienced in the ways of pipes, dejectedly informed him that the pipe's perimeter was about eight-feet **less** than the amount necessary. Sixteen feet would be acceptable, but this could never do it. Because it was Arthur's first pipe venture, he refused to take no for an answer. Promptly, he ventured into the "too small to ride" pipe, and began to perform acts that astounded his taller compatriots. Using a borrowed skate, quick reflexes and sure determination, Lake was powering for the vertical loop. His friends, who had just made statements regarding the "impossible," now looked on in amazement. Maybe he would pull it off. All the experts had been saying that you needed the correct incline and a properly intersecting pipe to do it, yet here was this kid cranking near upside-down backsides, and calling for more.

Arthur is clearly more into doing than listening about what cannot be done. As of this writing, he hasn't made full circle yet, but he's going for it. It could only be a matter of time. Right now, no one's betting against it.

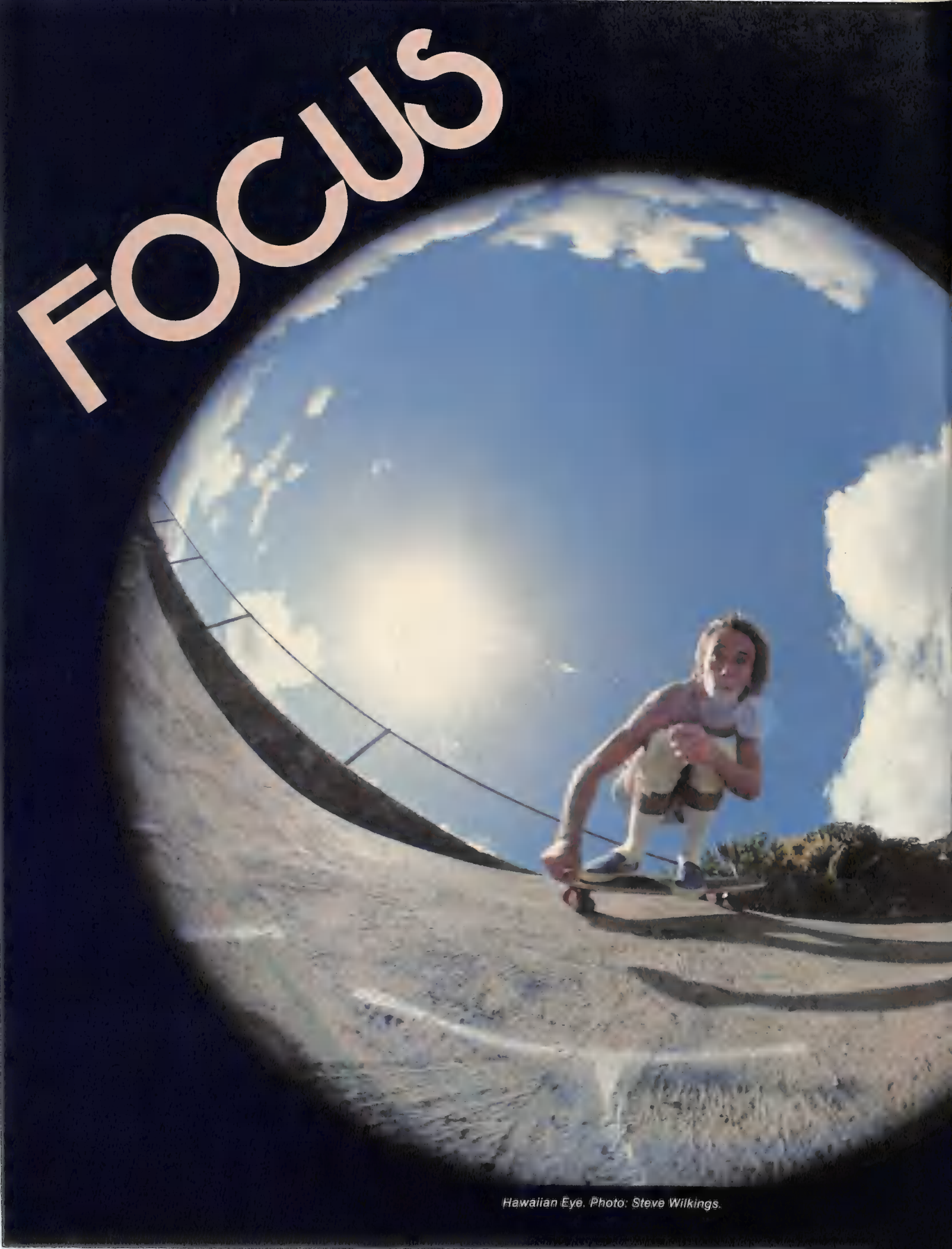
IN THE FRENCH FASHION

Chris Cahill and Paul Constantineau were hanging in the parking lot overlooking the beach where the old P.O.P. pier used to be. Since the surf was blown out, there wasn't much else to do. They were approached by an ultra-stylish foreign man in odd (for the beach) attire. In later discussions, they referred to him as "the Swish in the grey velvet suit." The guy related that he was an art director from the fabulous French fashion magazine "Paris Vague." Having noticed their skateboards, he made overtures to them about doing some "tricks" in the background of a layout he was shooting. Constantineau told him that they didn't do tricks, while Cahill just laughed. The art director, not getting the gist of the conversation, persevered. "We don't do freestyle," Cahill interjected. "My frens, zat is toooo bad, since I will pay very gooood," the Frenchman advised.

With that, the foreigner had their interest, and further mention of six French fashion models didn't hurt his cause any. "How much?" Paul inquired. The answer being one hundred dollars, the boys stated that although they didn't do freestyle, as professional skaters, they would fake it. The man from Paris Vague drove them to the shooting session in his immaculate cream-colored Bentley. His well-groomed black Labrador Retriever, with the rhinestone collar, rode shotgun. "Must be this year's 'in' dog," Chris mused.

After skating for one-half hour, they received their checks. The fragile French fellow, feeling pleased with the enterprise, praised them extravagantly, "Oooh, my frens, see, you **can** dooo zee freestyle." P.C. just looked at him and said, "Naw, buddy, you got it all wrong, that was zee hundred dollar style." These days, style doesn't come free.

FOCUS



Hawaiian Eye. Photo: Steve Wilkings.

Eye on the storm, or storming the Eye. Tony Alva. Photo: Steve Wilkings.

Laura Thronhill, Skatopia. A perpetually positive reflection on the grace of the art. Photo: Bolster.

Mike Ford orbiting pool spaces; new places.
Photo: Ted Terrebonne.

Tuned in to the wild side of life. Tom Inouye, employing total Body English to the heighty spaces, where attention to such details is essential. Photo: Bolster.

SkateBoarder

One-wheeled peripheral commitment. Tom Stewart, full throttle at a fine inland pool. Photo: Lance Smith.

A progress report of the state of the art, eastern style. Phil Del Cueto, holding up his half. Photo: Darrell Jones.

Alva, furiously attacking the complex Wallos transitions. Photo: Bolster.

Mike Lieras, skate-boarding at the Moving-On Skate Park.

Chuck Rios, strobal tracing the deep. Photo: Cassimus.

Fakie fun—Stacy Peralta style; exhausting all known pipe potentials . . . and then some. (Unusual desert perspective from atop a 16-foot ladder.) Photo: Bolster.

Suburbia board-dom. 70's style. Pineapple (Doug Shadino) precisely negotiates a one-wheel commitment. Photo: Jim Goodrich

Who's Hot!

ERIC DRESSEN

10 years old, rides for Logan Earth Ski

In becoming the youngest skater ever to be profiled in our "Who's Hot" section, Eric Dressen of Torrance, California, bears a dubious privilege: a conceivably long and lustrous future ahead of him in the sport.

"If he keeps practicing . . . definite stardom!"

—Laura Thornhill

"The kid's going to be a superstar."

—Warren Bolster

Could too much notoriety, too soon, create among the skating public unnecessary and unreasonable expectations? Will he be able to weather the pressures, and go on to live up to his apparent potential? Or will Eric Dressen be a has-been at the ripe old age of 11?

Fortunately, indications are good that Eric won't succumb, as he is so caught up in his skating as to be almost oblivious to any artificial handicaps or premature pressures. Eric, what's more, needs no "Who's Hot" to reassure himself of his abilities, since that support comes whenever he's riding with other skaters in a park, pool or elsewhere. Even the Big Names will pause to watch, and are always heard to comment: "Who *is* that little guy?"

The reason for the attention is the same one that makes Eric "hot" in a classic skateboarding sense—not entirely calculated, consistent or polished, but surging with uninhibited energy, and spontaneous, radical moves. Laura Thornhill, his buddy, fellow team member and sometime chauffeur, characterizes his approach thusly:

"I'd compare his to Baby Paul, although Eric's smaller (4'4" and 61 lbs., to be exact). I wouldn't say Eric's on the same level, but he attacks things in the same way . . . he goes for it—goes past what he can handle most of the time!"

A sequential sampling of Eric's uninhibited, aggressive approach.

Eric Dressen. Very much a part of the young, emerging elite.

Candid perspective of a Sleeping Giant, re-energizing at Skatopia.

Photos: Bolster.

Leaning into it, for max speed, off Skatopia's freestyle bank.

Style and ability far beyond his years. Snake run, Skatopia.

Eric, in fact, often shows a very direct "Z-boys" influence. Lip slides, sliding kickturns and bunny-hop aerials are obvious adaptations in Eric's bank riding. In pools, moreover, besides Fakies (a maneuver which was originated in his area by Nick Valaco), Eric is likewise into nose grabs and "Alvas" ("where you clasp your hands underneath your legs"). Explains Eric, Tony Alva is my very favorite rider!"

Probably the most unusual aspect of Eric's skating, however, is his ability to maneuver his 31" board—more than half his size in length—with such ease. Says Laura, "I've never seen anyone his size who can handle a board that big." Eric's currently riding the same board for all types of terrain—a Brad Logan Model with Halftracks and Road Rider 4's.

Logan Earth Ski will be showcasing Eric's talents in demos and sponsoring him in his first amateur contests before the year is out. He looks to be a shoo-in in slalom and bank-riding events, and would fare well in freestyle, *although he's not planning to enter such competition* (he has, however, already mastered a Logan-esque headstand). "I don't like routines," he confides. Truth is, Eric would much rather invest his time in a pool (Skatopia's "pond," for instance, fits him well), rocking back and forth, with Ted Nugent, Kiss, Boston or Led Zeppelin blaring from a tape player.

As for the more distant future, Eric, in his youth, generally finds no point in worrying about, or discussing, it. Yet that may be changing. According to Laura, "Lately, he keeps asking me, 'When am I going to be pro?' "

BRIAN GILLOGLY

Who's Hot!

BOBBY PIERCY

22 years old, rides for Lightning Bolt

A few years ago, before the extensive touring, the wide media exposure, the advent of the skatepark, and the resulting measure of respectability skateboarding has found among the general public, there were those who were already committing themselves to the emerging phenomenon.

On wide asphalt streets secluded in the hills of La Costa, a group of young San Diegans were pushing one facet of the sport, slalom, to previously unthinkable extremes, regularly challenging each other to intense, though friendly, competition. An esprit de corps prevailed. Cheering each other on, the camaraderie gave way to a spontaneous, almost explosive, excitement. And significantly, near the center of this energy, sometimes almost epitomizing it, and certainly on any one day, its most vocal proponent was a fast, ski-oriented skater from Pacific Beach by the name of Bobby Piercy.

A profile on Bobby, his prowess in other areas of skating, as well as surfing and skiing notwithstanding, could very easily, in fact, turn into a statement on enthusiasm, so much the essence of the sport, as he likes to point out himself. ("There's so much energy around skateboarding, the young skaters especially, that by getting involved you can really feel a part of it.") And yet, in one sense, that penchant for zestful response is merely a by-product of something more central to Bobby's psyche, something possibly even more positive. It is what has allowed him to overcome the inherent fear of falling, and become so proficient at flow-motion sports. Bobby simply relates it to the fact that he was born under the sign of Aquarius ("that has a lot to do with the way I am about the sport"). But no matter what the reason, he has learned to handle whatever obstacles

"I skate for the thrill of going for it . . ."
1976 Carlsbad Hang Ten.

Fast and functional stylist, Bobby Piercy.

"It's such a self-expression." El Cajon.

"The aspect of the thrill . . . the excitement is close to both." Photo: Neil Stebbins.

"If you push yourself, you'll find it more exciting as the days go on." Bobby, tail-tapping at Carlsbad.

Breaking new lines. Photo: Neil Stebbins.

may be in the path of self-expression; whether that communication is oral in nature, or, like working a smooth, quick motion through the cones; athletic.

Presumably, Bobby was opening up and cutting loose early in life, as he was already surfing, and as a direct spinoff, skateboarding by age 7. At 15 he began redirecting himself toward snow skiing, making his move to Colorado two years later, and eventually racing competitively and working for a race camp in the off-season. "And I used to skateboard to keep in shape during the summer months for skiing."

When skating began catching on once more in Southern California, on a lark, Bobby got together with Bob Turner, a local surfboard manufacturer, to design a board to be ridden parallel stance "for skiers specifically." Although the Turner Summer Ski was handcrafted of foam and fiberglass, the outline design proved so successful, it has become a prototype for many of today's production slalom boards. And as for Bobby: "I was a test rider, and (skateboard) slalom racing became so exciting I kind of pushed everything else back."

"I like the way he shakes his boogaloo." —Robin Logan

Bobby's characteristic slalom technique has long since been adapted by many and appreciated by all but his close competitors. The fact is that it's the most efficient technique going. As Bobby explains it:

"With a surf style, you're moving around the cones with your body. But with a ski style, the lower half can go around them while the upper part stays above them in a straight line. That causes you to go straighter and tighter by each cone, which gives you a faster time." Add to that aspects of balance, rhythm and timing close to skiing, and it's clear that the parallel experience contributed much to Bobby's frequent competitive edge at La Costa and elsewhere.

And yet, if everything runs in cycles, Bobby's skating is at least partially returning to a surf style of earlier days. A former resident pro at Montebello, and consultant on that design, he has found the wider stance more functional and versatile for park riding. It was a necessary changeover, he feels, to stay in tune with the sport and the "limitless riding potential" of the various park designs. Bobby is wholeheartedly behind the skatepark concept, and is presently working out the contours of a new facility in Modesto, California, as well as assisting as resident pro at the Vernon Valley Skate Mountain, the largest East Coast park, with the object of providing "kids a place to go, to be creative, to develop their balance and keep in good physical shape."

Also contributing to the progress of the sport, Bobby recognizes the continued importance of the development of new equipment. Although he is currently in favor of HPG's for slalom, and Midtracks for banks and freestyle, he is quick to add: "What works today will work tomorrow, but there will also be something which will work better tomorrow. If you don't stay on top of equipment, you're always going to be limited in your skating. We're bound to get better skaters in the future because of better products. And now they're making better safety equipment, which allows you to go for it so much more." A good example of the latter, he says, is the Time Tunnel wrist brace, designed for "comfort and support" and to cut down on one of the most common of skateboard injuries.

And just as good safety equipment can speed up the learning process, so too, Bobby believes, could skateboarding schools, or, better yet, summer camps with pro instructors. Says Bobby:

"I'd like to teach kids how to skate and skate safe. I'd really rather work with young beginners, because at that point they're all ears, and just by giving them the time they need, they can achieve so much. You just have to point them in the right direction."

To be sure, it's a long way to the top. "There's a line you have to cross over every day," says Bobby. But by the same token, it doesn't take much practice, he feels, to discover the essential enjoyment of skating, which makes the sport all the more accessible.

"Anybody can skateboard. You don't have to be 15 years old and a surfer from California. The people in the Midwest have just as much energy as we do, waiting to be unleashed. You can never have been on a board in your life, and within a week be enjoying it so much so that you feel hot . . . 'cause it's all an expression from within."

BRIAN GILLOGLY

Who's Hot!

STEWART SINGER

14 years old, rides for Donel Distributors

Nine years ago, while cruising the neighborhood on his push scooter in the small Florida beach town of Indialantic, five-year-old Stewart Singer discovered an abandoned, metal-wheeled skateboard lying in the street. Arriving home with his find, Stewart immediately began showing a characteristic fascination with the workings of the device (a trait apparently inherited from his father, an engineer), and set about to examine its possibilities. "He worked it like a car before he could skate on it," recalls Stewart's mother, Elayne.

Within a few years, Stewart graduated to a deluxe Hobie with clay wheels and surfed local sidewalks until, at age 10, he was turned on to a used surfboard. With many quality breaks nearby (he lived only 18 miles from Sebastian Inlet), and a few of Florida's top wave riders to inspire him (among them Jeff Crawford and Greg Loehr), surfing quickly took over as Stewart's No. 1 passion, and skating became little more than an occasional pastime. And then, in 1975, the Singers moved to Richardson, Texas, just outside Dallas: 900 miles from Indialantic, and 220 miles from the nearest surf.

Today, Stewart, despite his age, is regarded as one of the most accomplished freestylers in the state, and possibly Texas' most versatile rider. Beyond a natural flair for park riding, stemming from his surf experience, in competition, Stewart always manages to place—usually first— in whatever event he enters; whether it is slalom, downhill or freestyle. In the last nine out of ten contests, in fact, his efforts have put him on top in overall points. His motivation has been clear-cut: "I decided that if I couldn't surf, I wanted to be good at skateboarding."

But at least, at the outset, it wasn't that easy. For one thing, two-and-a-half-years

Why are these kids smiling? (Reportedly, Stewart missed them all.)

Stewart, pushing the limits of local terrain. Since these pictures were taken, three new parks have opened near Stewart's home in the Dallas area.

One of Texas' present and future freestyle powers. Photos: David Woo.

ago in Dallas, skateboard parts were nearly impossible to come by. Stewart's father, Don, sympathetic to his son's cause, looked into the problem; sent away for what he could, and, inadvertently, discovered how the sport was beginning to mushroom in Southern California. To make a long story short, Don and Elayne Singer eventually became "Donel Distributors" (a major skateboard wholesaler), opened three skateboard outlets in the Dallas area, and kept their son abreast to current equipment improvements.

Stewart's skating took off. Local promotions and contests brought him in tune with other pockets of skate energy within the state, especially among such freestyle notables as Dallas' Brian Able, and Galveston's space walking wonder, Bobby Morrow. Business trips with his parents to Florida and California, and visits by a few of the pros expanded his skate consciousness still further. A primary influence along this line, came last summer when master freestyler Russ Howell was promoting for Donel in Texas.

"Russ showed me a lot about how to put maneuvers together, and how to do 360's. (Reportedly, Russ' current personal record is 35 flatland, and 76 on a slant.) I used to do 4 consistent. Now it's about 7 or 8, and my record is 15. There's peaks you have to reach and do consistent . . . and then break."

Stewart has Russ' figure-skater-type spin down pat, and shows hints of further influence in continuity moves, like his power slide into a 180. Other prominent tricks—walk-the-dog's into space walks, various nose wheelies, Samoan Squats, and gorilla grips—are more personally interpreted. "I want to try to have my own style," he explains.

Although Stewart is not restricted in his skateboard preferences, he likes to keep his changes infrequent to get a good feel for present equipment. For freestyle, as well as banks, he rides a 27" fiberglass Howell, hard Power Paw wheels and Speed Springs with the yellow rubbers. And for slalom (he's been running within 1/10 second of the men's time), he's using 2"x2" 50-50's and Bernard trucks on a Sims 150 K6 top.

Stewart's adventures in downhill, on the other hand, have often been on "homemade" boards. His father has designed some of his wheels, while Stewart provides the deck. For example, two years ago in a contest at San Marcos, described as a "half Signal Hill," he surprised many by riding a water ski on his belly during practice sessions. (A last minute rule change made stand-up fairings mandatory. Stewart placed anyway.)

Despite his slight stature (5'1", 82 lbs.), Stewart is not intimidated by speed or even a major downhill competition like Signal Hill. "As soon as I get a little older I'm thinking of entering . . . because we could make (a vehicle) so small and skinny to fit over me—a little bullet."

And so, as enveloped in the excitement of skating as Stewart is, would he consider giving it up to go back to Florida and surf?

"It's nice to go back and visit sometimes," he assures. "But I'd like to stay around and see how things grow . . . because it almost started here from our family. Within two years, there's going to be some really good riders here, and I think the competition between Texas and California is going to be really close."

But Stewart is also looking further down the road. "Too bad so many young kids are turning pro, because there's a good chance skateboarding will be in the Olympics eight years from now. I want to enter if that happens. There's no telling what kind of events they'll have or what the boards will even look like. They may be going around in pipes (i.e., making full loops) by then."

Eight years is certainly a long way off, yet with no dead ends in sight for Stewart, it may be well worth the wait.

BRIAN GILLOGLY

Rockit-ing off the top at Skatopia's half-pipe.

Who's Hot!

RUSS GOSNELL

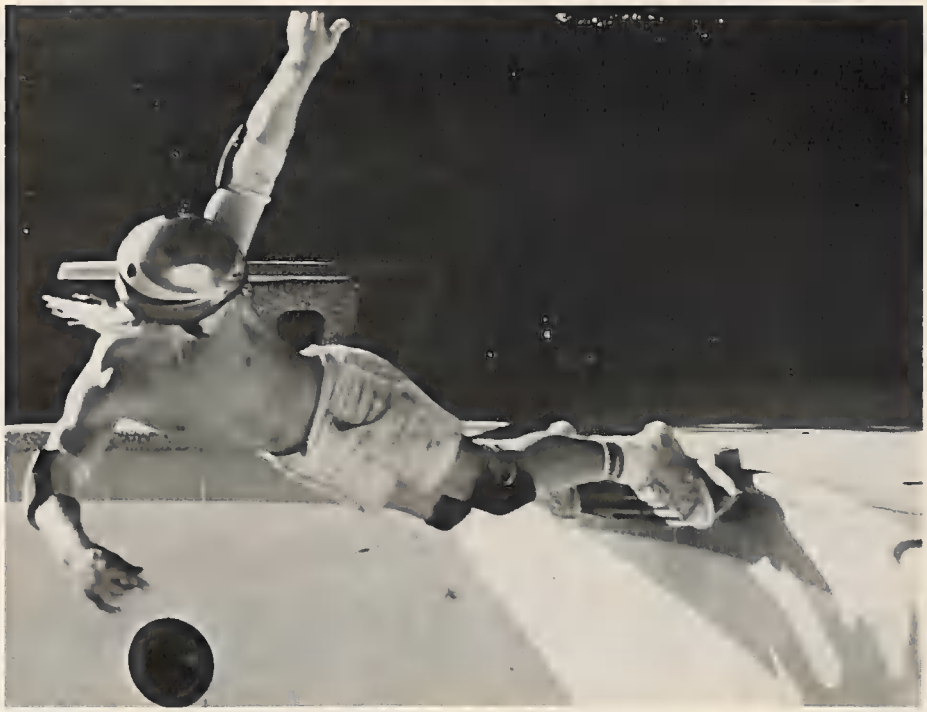
20 years old, rides for Tracker Trucks

When local skateboard competition sprang up a few years ago, in and around the Escondido area of San Diego County, a transplanted Los Angeleno named Russ Gosnell was often there to compete for whatever merchandise was being offered as prizes. It was a sure bet he wouldn't go home empty-handed. "I didn't have the money then," Russ recently explained, "so I'd enter the contest and score some good wheels or a new board, maybe."

Not much of a claim to fame, admits Russ. But being the committed surfer that he is, it was enough. His stockpile of equipment kept him well occupied between swells.

Nowadays, despite a growing notoriety for his power approach and consistency on banks and in pools, little has changed. Although sometimes seen as an aggressive skater ("If other people won't hustle, I will!" he has remarked about crowded situations in parks and pools), Russ never really works at technique or form. It's more like playing hard. And yet, though no dues have been paid, Russ is undoubtedly a skater whose time has come.

Russ often merges sheer strength and delicate balance into some unusual moves; here seen grabbing the coping for a roll-back in the deep end.



Powerhouse Gosnell, carving the coping. Photo: Dan Devine.

With the formation of the new Pro Bowlriders Association to promote major competition in the parks (more information will be forthcoming), Russ' high-energy brand of skating will be perfectly accommodated. Using speed as his basis, he is able to hit a steep wall and lay out unpredictably into a wide range of slides, drifts, Berts and aerials. But probably the most impressive move is when he directs that energy straight off the lip.

"I love to do airbornes," says Russ, " 'cause it's such a weightless feeling. It's about the heaviest thing you can do; fly into the air, land and make it." It's no wonder, then, that he believes bowlriding has the potential to be the greatest spectator event in the sport: "It's wild, interesting, a lot more alive than flatland or slalom."

The only thing, in fact, he'd rather be doing is surfing. Russ rides a 6'10" Aipa stinger in big waves, and a 5'10" fish for smaller surf, both relatively short boards for the conditions. According to Russ:

"They allow me to do a lot of turns and reentries, similar to skating. They also seem to pivot, slide and gyrate really well. Off-the-lips are almost like kickturns if you have a short, loose board."

And so it seems that Russ finds the two experiences can be extremely complementary. "Skating really helps (your surfing) if you do a lot of slides, 'cause you can get that same sensation of sliding when you're in the water, and learn to control sliding turns on a wave. Then you can ride a shorter, more maneuverable board in bigger surf."

Russ is equally decisive on his skateboard preferences. In pools and the smaller parks, he uses Halftracks and Tunnel Rocks, remarking that in such environments, even faster wheels would be advantageous. For giant slalom and "carving big bowls," he relies on the stability and grip of regular Trackers combined with Yandall Bowlrider wheels. And for his occasional ventures into freestyle, it's Midtracks and small Yandalls. In all cases, trucks are mounted on a type of laminated wood board now being produced by Tracker (a 30", a 32" and a 28", respectively). Says Russ of the board:

"I think it's where the sport's going to, 'cause they seem to hold up and absorb shock. They're also light, and lightness means less energy you have to exert to do kickturns . . . reserving that energy for gaining speed through weighting and unweighting."

Russ has been employed in the delivery department of Tracker for over a year now, and is well-satisfied with the relationship. Beyond his regular responsibilities, he has represented them in exhibitions and at pro days at new parks, ably performing in the company of such riders as Stacy Peralta, his main influence next to his younger brother Steve.

Russ seems to hint that he's come a long way since he was riding one of the first "Zephyrs" in San Diego County, hanging out at the now destroyed Escondido reservoir; and, more recently, playing the outlaw at various pools in El Cajon. For the future, he sees skateparks as the only alternative to the rapidly diminishing supply of natural spots, and a good alternative, at that, if proper attention is given to upgrading park design. Russ is also hopeful toward his own fate.

"Right now I'm working to establish a good enough name, a foothold in all areas of the sport—business, organization and skating—so that when I get older and I'm not competitively skating, I can continue working with something I like." If Russ' general attitude, as revealed in his skating and his thoughts on the sport, is any kind of measure of that possibility, he's well on his way.

BRIAN GILLOGLY

Who's Hot!

ARTHUR LAKE IV

14 years old, unattached

Arthur Lake figures he started skating two years ago when his father decided to drain the pool conveniently located in his backyard. "It was just sitting there empty, so I decided to try it. I *had* to try it." Actually, Lake had ridden "occasionally" since age six when he began to negotiate the road at Malibu's Corral Beach on his clay composition-wheeled Black Knight skateboard. The only things Arthur recalls from that period are "rocky roads and skinned knees."

From the beginning, Lake felt the correlation between skating and surfing. (His father had introduced him to surfing a year before the skater's initial Black Knight adventures.) Currently, this association is underscored by the fact that Arthur's home, in addition to having the aforementioned pool, is located at the beach. If you take years of surfing and skating exposure, add a good pool in the backyard, and toss in constant jamming with all of the best skaters in Dogtown, what results undoubtedly is a stylish, aggressive and technically proficient rider. Arthur Lake fits the bill, and then some.

Tony Alva, Stacy Peralta, Bob Biniak and Jay Adams all rate him as being in the contemporary pool-riding vanguard. In view of his abundant abilities, some may find it strange that he doesn't yet have any commercial affiliations. Lake has received offers from several manufacturers, but has not found an organization he feels comfortable with. "Teams are bad because they try to push you into doing too much stuff . . . they expect you to ride their products, but a lot of times their equipment isn't very good." Reservations like these caused him to recently turn down membership on a highly prominent team. "Their boards just wouldn't work for me; I could never get them to happen." Arthur obviously takes his choice of equipment very seriously. His

Photos: C. R. Stecyk III.

Topping out at Stanley's.

Axle ride mug shot.

A snake shot of Lake with a borrowed skate; Cullen with a borrowed doll; and Chatty Cathy with borrowed time.

present lineup consists of:

For pools: a 27¾″ long Dogtown skate. "It's my main board . . . very light in weight." Dimensions—8″ wide at outlines fullest point, 5¼″ wide tail with 1⅛″ rise, rear truck mounted 4½″ up from the tail, a 5½″ nose with the forward truck positioned four inches back from the tip. The thickness is 7/16 of an inch.

For running gear: Half Tracks with Tunnel Rock wheels and Keinholtz precision bearings with open faces ("must be blown clean after each session").

For parks: The 28″ standard Adams Z-Flex mounted with Bennett Trucks and Road Rider 5 wheels, with Keinholtz bearings (open-faced).

For downhill: a 36″ Muir-Humpston design set up with Tracker Trucks (wide) and Road Rider 6 wheels and Keinholtz bearings (open-faced).

He uses Minnesota Mining and Manufacturing Diamond Gut Adhesive (3M-1J604) on the decks of all his boards.

Bob Biniak, Paul Cullen, Tony Alva, and James Muir are Arthur's favorite skaters, and he adds that he's been particularly influenced by Biniak. "I'd just watch him and try to do what he was doing." He says that young D.T. local, Bello, is the most up and coming skater he's seen. "He's 4′ tall, and rips pools and banks." At 5′ in height himself, Lake thinks that the shorter skaters have definite advantages over their taller counterparts. "Being smaller, you can expand your skateboarding a lot further . . . you can fit into tighter spaces, and you also can do some things a lot longer."

On the topic of skating environs, his favorites are: Bel Air (for backyard pools), Canyon Pool, Daley City Pool, Los Gatos Pool, San Francisco City College, Pipeline Park, Reseda Park, and the San Jacinto Tunnel.

Talent-wise, Arthur rates the Santa Monica region as "the hottest . . . we've got the number one riders," and adds that "D.T. rules the pools." The "up north" locals hold the best future prospects, in his estimation. "Marin's the new hot spot; they've got a great drought going, and all the pools are drained."

For general advice, Arthur offers, "go all the way when you ride pools, and don't think about falling. If you're scared, then you are going to fall and hurt yourself."

Lake's usual activities revolve around skating and surfing, "up north in the winter, down south in the summer," and, of course, school, where he is eyeing an art career. Immediate future plans include getting a new Stinger swallow, and obtaining a Screen Actors Guild "A" card. This card will allow Arthur to work at the major studios doing "background and possibly stunt work." Considering his wealth of theatrical background (his great grandfather was a circus performer, his grandfather and grandmother were both well-known actors whose parts included the title roles in the Dagwood and Blondie films; his great aunt Marion Davies was a famous leading lady, his godfather, Johnny Weissmuller, is a former Olympic Champion swimmer, and was the screen's most distinguished Tarzan, and finally Arthur's dad, who is a stuntman). It might not be long until we will be hearing of the skater's cinema exploits.

Like we were saying, the kid is going places.

JOHN SMYTHE

SKATE PARKS: PART XI

The Pipeline's 20′ x 40′ gunite tube. Photo: Cassimus.

by Brian Gillogly

Undoubtedly, two of the most impressive skate environments to be developed in recent months are both located in Southern California: Buena Park's Skatopia, and the Pipeline of Upland. Opening within five days of each other—the Pipeline on May 28, and Skatopia on June 1—the two are often closely compared, with local sentiment about equally divided on the question of design superiority. Any conclusions, however, must be seen as highly personal and subjective, as both facilities possess challenging and innovative contours of their own.

Skatopia's main feature is a 15′-across half-pipe which slopes gently 175′ in length, ending in a high curved wall and a slight bowl. In its simplicity, "the pipeline," as the run is formally called, seems to provide the optimal transition for carving. At the same time, the upper edges of the run are sharp enough to also allow kickturn one-wheelers all the way down, something Tommy Inouye has amply demonstrated. An "Escondido bowl"—actually it's only four-sided and has no flat bottom area—has also been well received, allowing a degree of versatility that a curved-wall bowl can't provide. The "whirlpool," which consists of four interlocking pools, offers "a lot of G's" within a short area, as Mike Krepistman of B & B Pro Am attests. "It reminds me of skiing moguls." And the banked slalom, a similarly favored area at Skatopia, gives a slight "Vermont Drop" sensation, rounding out one of the most well-rounded parks to date. (There are actually four more separate, skateable areas in this varied design.)

The Upland Pipeline, on the other hand, derives its name from the 20′ x 40′ pipe laid halfway below ground level in one of ten rideable areas within this expansive facility. (The park was built on a seven-acre, former lemon grove, with two acres devoted to skating, and plenty of room for growth.) The pipe, which will be restricted to specific levels of ability (i.e., beginners, intermediate and advanced) at regular periods during the day, empties into a 30′ in diameter, 12′-deep bowl. The nearby bowl, in fact as big an attraction as the pipe, is 40′ across and 15′ deep, with the backside slightly *over vertical*. Sufficient speed to make the long carve is provided by a 220′ slalom, which has a 2% grade (drops 2′ per 100′) for the first 50′, and a 4½% grade for the remaining distance to the mouth of the bowl. The rest of the park is geared to beginning and intermediate level skaters, with the idea in mind of "controlling velocity."

But just as other high-performance parks have run the risk of

The Tampa SkateWave—Photo: Lance Trout

experimenting with new contours, and as a result, incurred problems (e.g., Anaheim's troublesome back run), so these two new facilities have been less than 100% successful in their designs. The Pipeline's giant tube, for example, has surface imperfections, presumably resulting from the unusual construction method used in which the bottom half was formed in the ground in the manner of a conventional run, and the top, framed overhead and gunited. More than one veteran rider of Ameron pre-cast pipes (perfectly concentric and smooth, though cost prohibitive) has been *sorely* disappointed with Upland's structure, explaining that in a pipe even the slightest imperfections may be enough to throw the rider off balance.

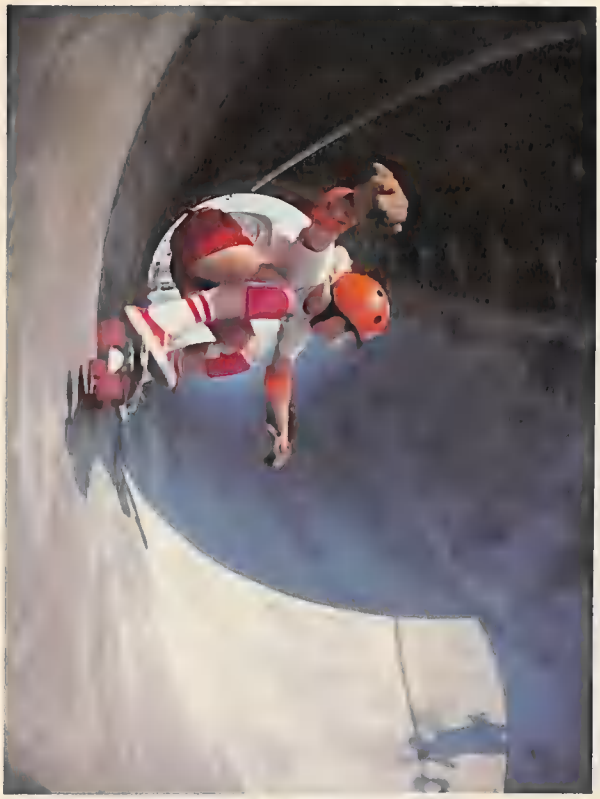
The 8½' deep pool at Skatopia, while also to be praised as a first effort, is, according to considred opinion, too small and in need of coping. Says Stacy Peralta: "I don't think they realize that it's safer with coping." Or as Russ Gosnell further explains: "Without coping you have a tendency to fly out; coping will kind of bounce you back in. Plus it can offer a little bit more of a challenge, doing one-wheelers and axle riders off it."

Both parks, moreover, have been criticized for a variety of minor flaws, most of which can be easily corrected. In a few areas of Skatopia, for instance, safety almost seems to be sacrificed for aesthetics, as there are often big rocks laying up against the sides of runs. At the Pipeline, as well, metal light posts and railings are often too close to the action. (Stan Hoffman of the Pipeline, remarks that the railings in his park are a necessary "trade-off" to allow spectators a good view, and that many of the posts and rails will eventually be padded to reduce the hazard of injury in falling against them.) Other problems include surface irregularities on patches of the Upland park; and at Skatopia, insufficient aprons to allow lip slides or slight over-the-lip miscalculations.

Still, as most West Coasters would agree, Skatopia and the Pipeline are the closest approximations of a super park to date. What's more, they have certainly broadened the range of proven design alternatives, as for example, Russ Gosnell relates in his description of a "perfect" facility:

"I think it should have a run like Reseda: nice high banks and continuous, flowing walls. A pipe and bowl situation similar to Upland. A half-pipe like Skatopia. A freestyle area just like El Cajon. And a *real* swimming pool with *real* coping and *real* tiles . . . it's just hot to hear your wheels sing." Let's hope Russ'

[illegible] Photo [illegible]



Waldo Autry, defining the up *in Upland. The Pipeline Skatepark, Upland, California.*

An unidentified skater lays out a full Bert on a still fresh vertical at the Pipeline. Photos: Cassimus.

Gregg Ayres, working the 18' bowl that the 22' Pipeline feeds into.

Ellen Oneal, resident pro at the Moving-On Skate Park, gives teammate Pineapple some company on the coping.

A removable ramp provides some vertical for Steve Cathey at the Moving-On Skate Park. Photo: Mike Richards.

The new Kissimmee Skate Park, Florida. (More on new Floridian parks next issue.) Photo: Darrell Jones.

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(Sequence) Just prior to opening day at the new Skateboard World Skatepark (Torrance, Calif.), area resident Laura Thornhill performs a smooth "1½" on the beautifully sculpted freestyle banks.

vision is self-fulfilling.

In the meantime, the abundant crop of new parks this summer and fall, some of which are discussed below, will very likely bring us even closer to our own individual versions of the ideal skate environment.

CADILLAC WHEELS SKATEBOARD CONCOURSE
LIGHTHOUSE POINT, FLORIDA

To be open by this printing, Frank (The Captain) Nasworthy's long-awaited facility in Southern Florida has a lot going for it—namely his own experience and creativity, and that of skater/surfer/architecture graduate Phil Albright. According to Albright: ". . . the corporation reviewed existing systems to finally produce a plan containing: a 3,500 sq. ft. pentagon-shaped freestyle area with 5-ft., 30-degree banked walls, a 150-ft. snake run feeding into a 32-ft. by 36-ft. bowl with 7-9 ft. walls, a 100-ft. return run feeding into a 16-ft. (7-8 ft. walls) bowl, and a 240-ft. giant slalom (22 ft. elevation drop at 8% grade) with 3-11 ft. walls at 30-90 degrees feeding into a 40-ft. bowl." In all, the park contains 12,000 sq. ft. of skating area, with plans for eventual expansion. The concept, as Albright explains, is to "provide adequate size runs to minimize 'too tight' complaints . . . without concrete over-kill."

Tom Inouye, powering sequential frontsides in the Skatopia pool (Buena Park, California). Photos: Bolster.

CANYON COUNTY SKATEBOARD PARK
CANYON COUNTY, CALIFORNIA

In the Saugus area, six miles beyond the San Fernando Valley, is a new two-acre park which boasts "one of the longest runs in the U.S.," according to co-owner Maury Goldberg. That run, in fact, skirts the whole perimeter of the park, ending in an almost vertical 12′ bowl. Other sections of the facility include: a 150′ beginner's run leading into a freestyle area, a snake run emptying into a 40-50′ diameter bowl, and a 10′ deep, "fast, straight drop bowl." For Goldberg and partner Jerry Gomberg, the park represents the fulfillment of a three-year-old dream, as well as an investment, including property, of $250,000. Expansion beyond the current ¾ acre of skating area, is already under consideration.

COLTON SKATERCROSS
COLTON, CALIFORNIA

Lou Peralta, owner of Reseda Skatercross, hopes to be completing his second "grand prix-type course" by late summer in the city of Colton. This new park will involve a more ambitious construction project than Reseda, as the design features 11 bowl-like bends and a 3% grade. (Reseda, by comparison, has 6 such bends and a 2% grade.) To make the continuous course potentially even more challenging will be 65′ of ¾ pipe, and 4-6′ of vertical in the bends. A separate freestyle and slalom area will also be provided.

THE PAVED WAVE SKATEBOARD PARK
OAKHURST, NEW JERSEY

New Jersey's Paved Wave opened May 28th on 3¼ acres in the city of Oakhurst. Not associated with the Paved Wave parks

of Florida, this facility was designed and constructed by Kurk Green, an eight-year veteran of the "swimming pool business." The $115,000 facility has a half-acre of skateable terrain including: two bowl-like courses (though no full bowls); a 100′ long, 18′ wide, straight slalom; two 100′ long "exercise troughs," and a 30′ x 150′ freestyle area with a 45-degree bank on one side. Kurk, 33, who is also co-owner of the park, is especially proud of the "smooth but not slippery" surface of his concrete, produced through steel troweling and "a lot of luck."

SKATEBOARD CITY HOUSTON
HOUSTON, TEXAS

Bob and Pat Tarrant's Skateboard City is Texas' second park, after Corpus Christi (soon to be followed by a third independent facility outside of Dallas, in Irving). Skateboard City provides 18,000 sq. ft. of rideable area for a capacity of approximately 50. Included in the design is: a slalom course; a 12′ deep, 30′ diameter bowl with 1½′ of vertical; and a straight run

which horseshoes into a banked freestyle area with 3-4′ walls. Along with a pro shop and game room, bleachers have been provided for spectators.

SKATEBOARD HEAVEN
FORT LAUDERDALE, FLORIDA

Howard Witkin's Skateboard Heaven is not related to the proposed park of the same name we reported on 1½ years ago in our first article on skateparks (Vol. 2, No. 4). This Fort Lauderdale facility offers a whopping "56,000 sq. ft. of concrete," with a variety of contours. Says Howard, "The skating area consists of a professional, competition slalom course, a fast snake run, a radical bowl, a modified pool, and a freestyle and gentle sloping beginner's area." An adjoining 3½ acres has been set aside for future development.

SKATE CARNIVAL
MOREHEAD CITY, NORTH CAROLINA

Across the sound from Atlantic Beach and not far from the hot summer breaks of Cape Hatteras, lies Morehead City and a small, but well-conceived, new park bearing the curious name of Skate Carnival. According to skateboard enthusiast Jeff Chas: "It offers a small, but hot, course on which to tune up (for surfing) in high-drift, wave-like sections . . ." Jeff goes on to explain, "Designer/owner David Sledge, a hot surfer . . . well understands the transformation of the liquid movement of surfing into concrete." That understanding has led to a relatively slow beginner's run, an advanced run consisting of several "lip-like sections," and a 9′ deep bowl sometimes used for competitive events. The bowl, in fact, was recently the scene of a spirited, winner-take-all contest for a pot of $200. Owner Sledge finished just out of the money with a respectable second.

THE SKATEBOARD PARK
NORFOLK, VIRGINIA

A group of Virginia businessmen, headed by Bob Gabriel and

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Sequential tail-tapping at Skatopia by Tom Inouye.

Michael Davis, are developing a 3-acre park in Norfolk to be completed by this printing. The $250,000 facility will, reportedly, be the seventh to be designed and built by Campo Construction, Pyramid Olympic Division. (Campo was responsible for the basic construction of the new Fountain Valley park.) Says Campo architect Michael Portman: "This is the amalgamation of the best of what we've done." The design, according to park spokesman Sean Brickell, will provide: "a freestyle area, a mutliple of bowl sections . . . a semibowl, a ramp, two snake runs, two mogul runs, two cross-country runs, and a 50-meter slalom with double Chrondek digital readout timers." The competition orientation of the park will permit weekly taping of contests, which will subsequently be aired on local television. The developers, under the title of Virginia Skating Parks, Inc., are planning five sister facilities in the state, "equal in size (Norfolk covers about one acre of skating surface), but differing in design."

VAGUE (THE WAVE) SKATEBOARD PARK BLOOMFIELD HILLS, MICHIGAN

John Gitre's upcoming park, just outside Detroit in Bloomfield Hills, is expected to be the first to employ a plastic bubble shell for year-round riding. The bubble, a variety designed for tennis courts, will cost $250,000 with heating and inflation, although smaller, less expensive bubbles are also available. The enclosed park will take in 54,000 sq. ft., with 30,000 sq. ft. devoted to skating. Gitre's Vague Skateboard Parks, Inc. ("vague" is French for "wave"), is associated with Sidewalk Surf Parks (developers of the Fountain Valley park), and will be completing the much delayed SSP Tempe facility this fall, as well as offering a turnkey package "worldwide." The Bloomfield Hills park is expected to be operational by November 1 . . . or before the first big snow.

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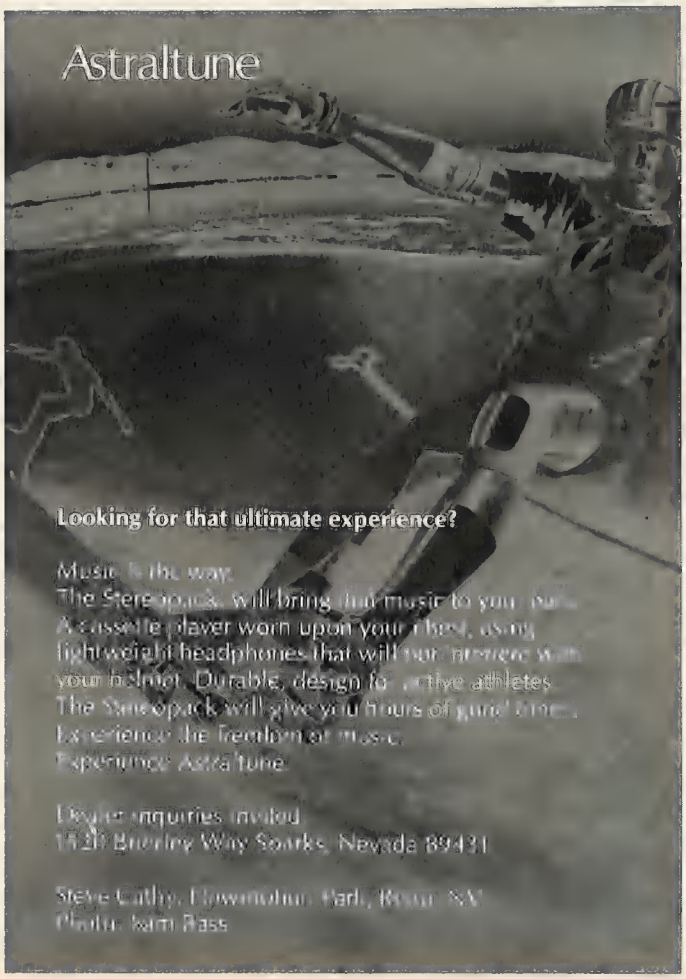

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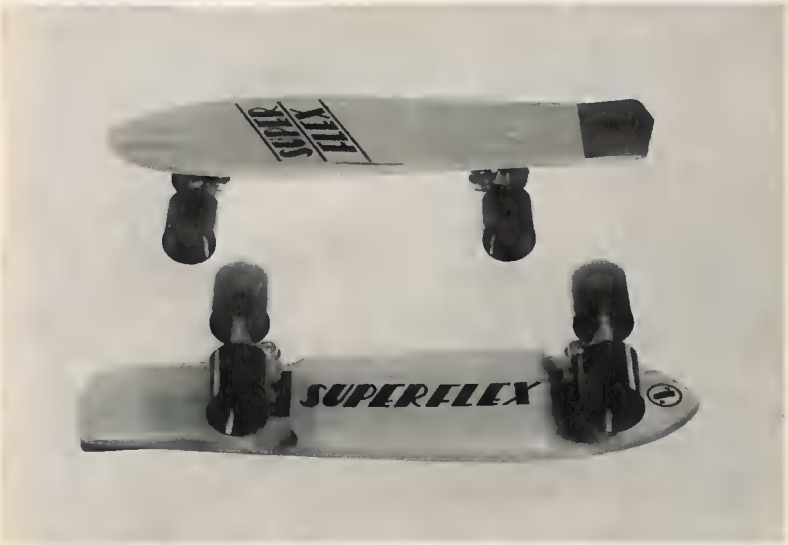

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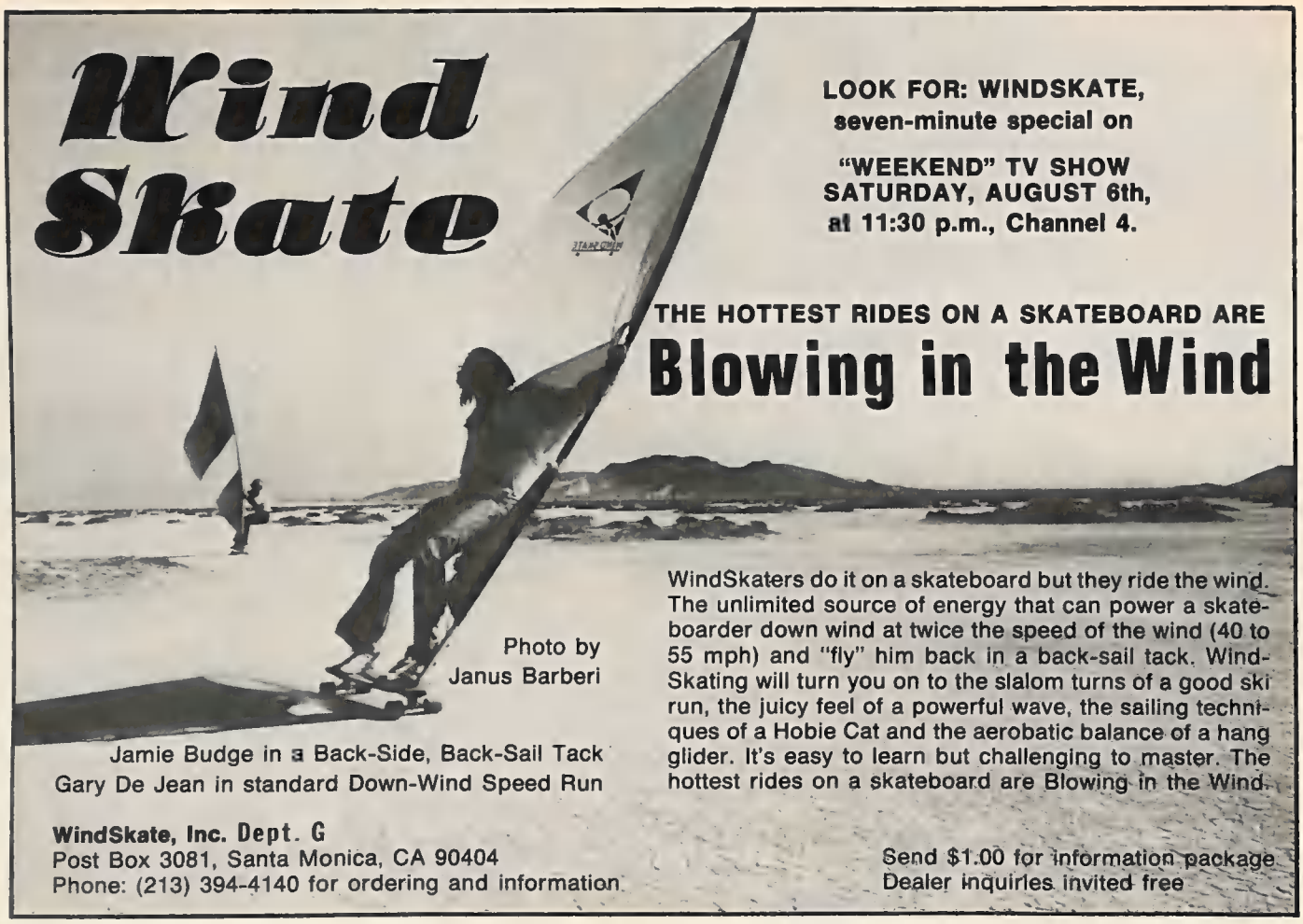

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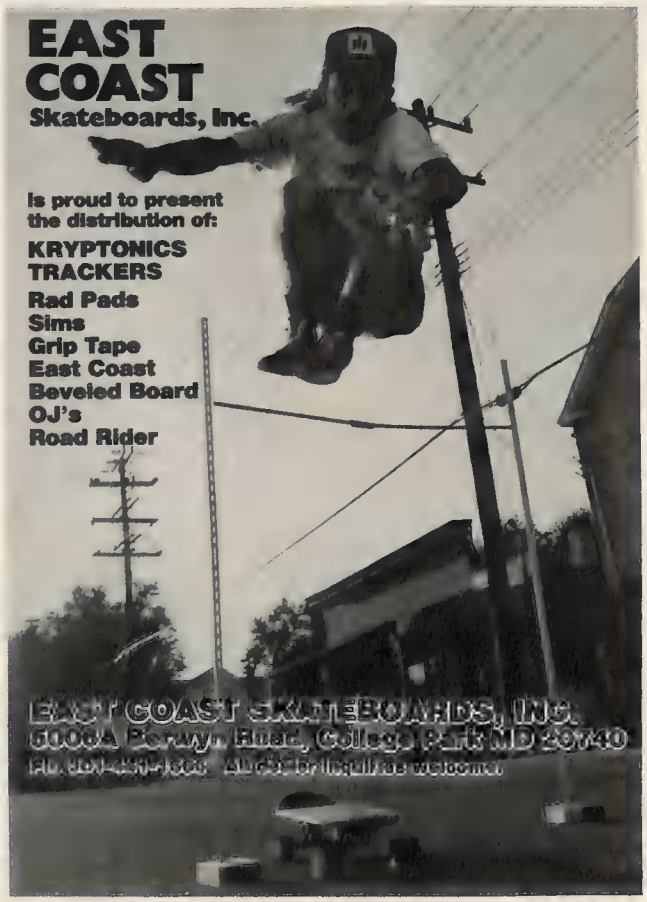
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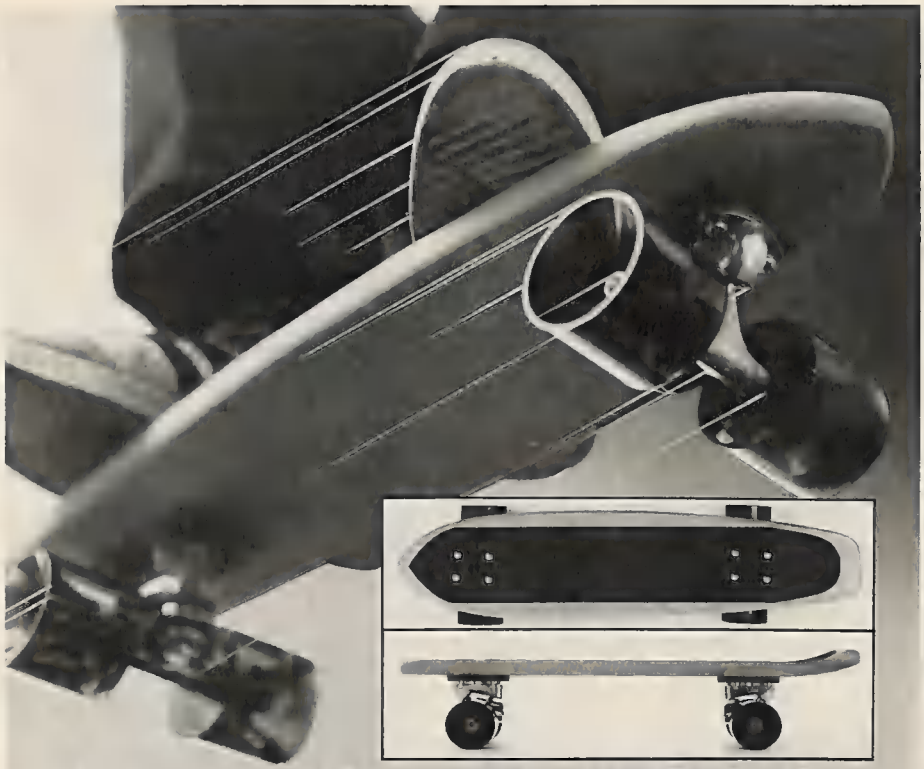

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DEALER INQUIRIES INVITED

SkateBoarder Interview:

Ty Page

"I DON'T DO ANYTHING THAT'S EASY"

"I think a freestyler is the most versatile skater there is . . . I try to be geared into everything." Ty, at Skateboard World Skate Park—Torrance, California.

by Warren Bolster

The Incredible Ty Page. A heavy name tag, for sure: one which the 19-year-old, ex-U.S. Surfing Champion (Boys' Division) from Hermosa Beach, California, has had remarkably little trouble dealing with. After all, it's been said, "if the shoe fits—wear it," and that's exactly what he, "Mr. Incredible," has been doing for the last two years: wearing his notoriety well. So well, in fact, that you'll hear virtually no disclaimers to the tag; but then it's really hard to imagine any truly objective witness faulting Ty Page on any realm of skateboarding performance, as it's a generally held opinion that the guy more than lives up to the reputation that always precedes him. Simply stated—he's super hot; definitely one of the best all-around skaters in the world. His multifaceted, rapid-fire technique and footwork, are nothing short of dazzling; in fact, it was after trying to shoot his footwork recently (and failing miserably) that we realized it would take a lot more than a normal motor drive to catch it all on film; hence the recent addition of our new, $3,000, high-speed motor drive (9½ frames per second) that's brought us the sequences, both in this issue, and the last.

Fortunately for the progression of the art/sport of skateboarding, Ty Page, the incurable perfectionist, has rarely been fully satisfied with any of his achievements (or others), and has consistently refused to rest on his laurels or the overwhelming momentum he's derived from thorough national media coverage. His outspoken impatience or critical nature can, on occasion, rub one the wrong way, but then it also pays to realize that he's first to turn a lot of those same criticisms on himself, as well. For instance, when Ty's having a bad day skating, you'll inevitably be hearing it from him first (if he never said anything, it's likely no one would ever know anyway—the guy always seems to look great). Occasionally, for instance, his dissatisfaction or critical nature will surface, threatening to ruin everything his abundant enthusiasm has built, and Ty becomes his own worst enemy (as more than one close friend has put it). Along this line, he was one of SKATEBOARDER's first and foremost critics when his overwhelming early coverage—a reflection of his early command, and our lack of input—began to fade (in order to allow others to be seen and heard). At first, this criticism was rather hard to accept, seeing as how it was coming from one of the first and foremost skaters to receive such coverage, and the undeniable bargaining power it created for him. But Ty, still relatively young now, was **really** young then (16)—too young, in fact, to have fully understood, or been equipped to mentally handle, his own new-found celebrity situation. Although I understood the reason for his criticism, it took a while to accept it. I've since learned to spot the problem—and stand aside as the bull goes charging by.

Recently, Ty has been busy with business interests, traveling, rigorous training schedules (the most dedicated commitment to training we've seen), and general, all-around involvement with the sport. (Late word has it that Ty placed fourth in the Akron World Unlimited Speed Race, a first-time effort for him.) He and Free Former have their eyes and hopes set on the upcoming Long Beach Championships, which, should he be able to skate just up to average, will have a great chance of winning.

While I rarely see Ty anymore, I got him back down to San Diego to get photos for this interview. Naturally, he blew everyone away. Now personally, and I know I speak for at least a few others, my relationship with Ty has become somewhat distant, but on my end—it's one based on a total respect for his ability. He's nothing less than a great talent . . . and he's very good for the sport, a sport that he, too, has done much to further.

Ty Page:

"Some days, you're just on!" The "Ty Slide" at speed, another original combination move from a perplexingly intricate freestyle quiver. When you're standing there watching it unfold—it just blows you away. Photos: Holster

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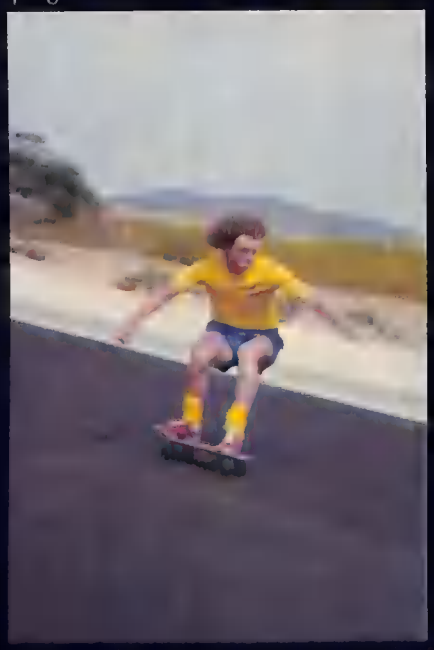

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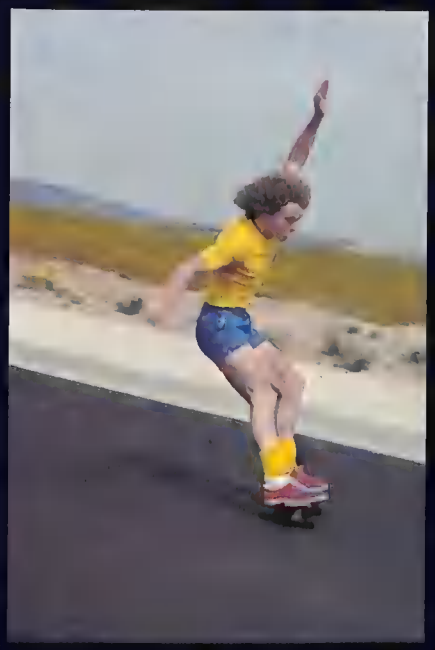

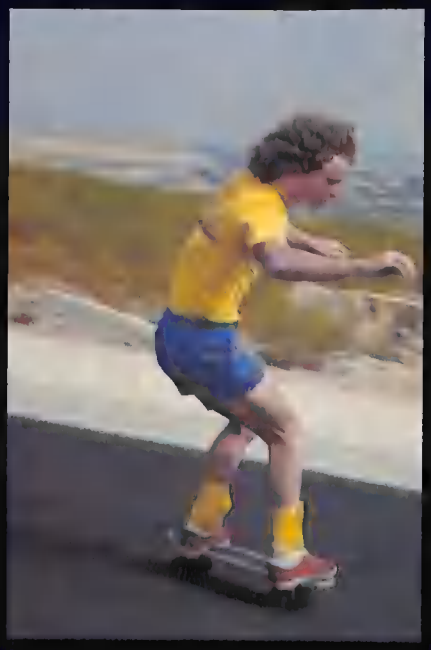
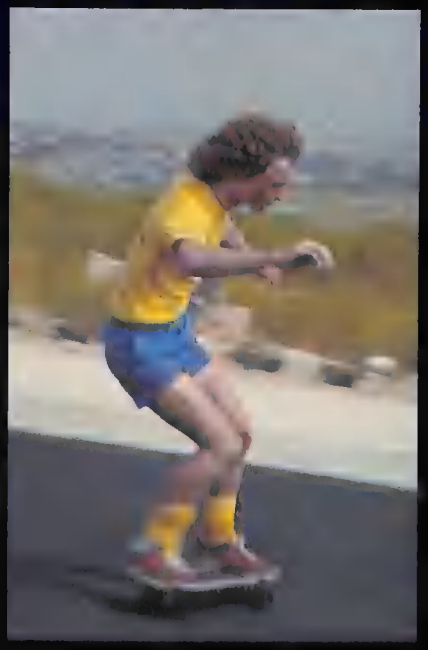

Ty Page:

Applying surf strokes and one-wheeled precision to the Skatopia "Pipe." Although rarely having time to surf, Ty is still probably the best surfer amongst all the top pro skaters.

I understand Bruce got you on the Makaha team. Was that the first team you were on?

Yeah, in '69. That's what got me into skateboarding, really. I used to watch Bruce all the time before I started skateboarding. He was my idol for so long. He was insane.

And that was sort of a brief resurgence of skateboarding at that time?

Right. They tried to bring it back with a kicktail.

Did skateboarding come easy for you at first?

Yeah, it was really easy.

Was it basically just a surf-skating thing that you were into at that time?

It's always been surf-skating, but when I first started doing tricks and stuff, Brucie told me to learn a handstand in a week or he would kick me off the team . . . you know, do at least six blocks. Then I'd stand up for about a mile after that. I just practiced every day, and I could do handstands anyway, so it came easy for me.

Has it been a steady thing for you since '69?

Yeah, kinda. I wasn't really super into making up tricks.

What else do you like to do besides skateboard?

I've been surfing for about 12 years.

What were you doing in the years between '69 and '72? You rode for the Makaha team, and then . . .

I was in the surf contests, too.

You were pretty successful in those competitions, weren't you?

Yeah, I got second in the Nationals, and first and second again . . . that was in '69 I got second, and '70 I got first in Boys' division.

Do you feel the act of riding a skateboard is complementary to the act of riding a surfboard?

Style-wise I think they're the same, but there's a lot more you can do on a skateboard than you can do on a surfboard, because it's looser. You don't have to depend on a wave; you depend on your own body.

If you had to choose one or the other, you would obviously choose skateboarding, right?

I make a living at it, you know. In surfing, you have to depend on too much. Like if the waves aren't any good, it's really a bummer to go out, because you don't even have fun. You can always go to a place that's good for skateboarding, but there's nothing like taking off on a 15-foot wave and working it. That's insane! You know, you get more of a rush off of a super-hot day of surfing than you do on a super-hot day of skateboarding.

What else are you into?

I'm into anything that's a challenge. I'd be into snow skiing if I had more time to do it. I think that's really fun.

When did you start to place most of your emphasis on skateboarding . . . or did you?

When the urethane wheel came out. I could see it building into a money sport, so I went for it.

When did you begin bank riding?

In '69, at Paul Revere, Bellagio, that's about it.

Was that basically a surf-skate style?

We were doing one-and-a-halfs, roundhouse slides, and stuff.

Who taught you how to do that stuff?

Well, me and Bruce kind of invented it together. Like Brucie did one-and-a-halfs, and then I learned how to do them.

At this particular time, were the people in Santa Monica into their Zephyr slide thing?

That was all before the Zephyr guys. They weren't even around yet.

So to your knowledge, you began doing the kickturns and the banks and stuff first?

Probably before '69. Probably back in '64. As far as round slides go, I think . . . I hadn't heard of it before. Like the Zephyr guys think they invented all the bank slides and stuff like that, and we were doing them way before they even started skateboarding.

Even though you've been involved with bank riding right from the beginning, a lot of people still consider you primarily a freestylist. How do you feel about that?

I hate it! And you, you said, "You gotta get on one wheel to do it, Ty." I went, "Warren, God; I can do that!" I think a freestyler is the most versatile skateboarder there is. They've got the board so mastered that they can do almost anything.

When did you start competing?

It was the first Del Mar contest. I was scared; I had the jitterbugs. You can ask Bruce and those guys. I couldn't eat for three days, but I got second in the junior freestyle.

How do you feel when you lose . . . when you feel that you should have done better? Do you consider yourself a good loser?

I'm a good loser; I get uptight, but I give it to myself.

Why is it that you haven't won any major titles yet?

The first Hang Ten . . . I wasn't ready for. I wasn't into my prime yet. I was almost there, but not quite there; I wasn't really a contest skater. I got nervous before my heat, and I did think I should have made it to the finals on that one. I broke my collarbone on a motorcycle just before the last World Contest, and people thought I faked it! I've got a hole in my collarbone from that one. I got mad when I heard people thought I was faking; I couldn't even walk for three weeks.

How do you feel going into this upcoming contest season now that you're in good shape?

Feel good. I think I'm gonna . . . if I don't get psyched out . . . like I'm not really sure what I'm gonna do in the contest because I haven't been in one for two years. But if I skate up to my prime, I think I can be up there.

What events do you plan to compete in this year?

All of them if I can.

Do you have a favorite event of all of them?

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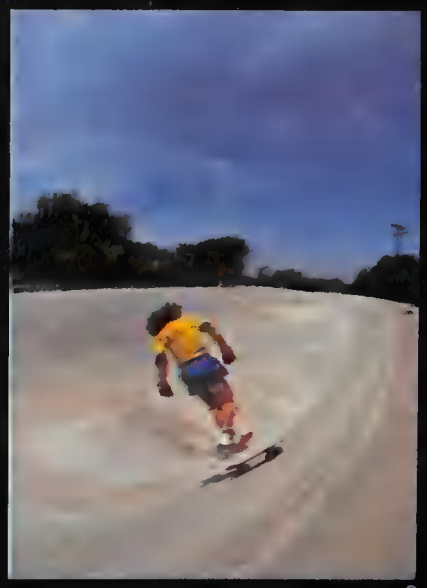
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"I just keep doing it until it's right. I'm pretty dedicated." Performing (near) vertical pirouettes, one of his more recent (and mind-boggling) applications of freestyle maneuvers to banks.

Ty Page:

I enjoy freestyle, but freestyle is the hardest event, so I have to practice . . . put most of my energy into that; but slalom is really a lot of fun, and speed running, and all that. I enjoy them all.

But, as you stated before, you don't want to be labeled as a freestyler?

The only thing about freestyle is, in my opinion; it's twice as hard as anything else. Other things might look a lot more radical, but doing footwork as fast as possible is really hard. The reason there's not that many freestylers is because it's just too hard for people to do. They have to put most of their time into it, and that way they can't do other things. But since I skate all day, every day, I can put my time into everything.

What's the best individual contest performance you've ever seen by one person?

Bruce and Brad in the last California Free Former Contest. They ripped that second day. The first day, they both didn't do that good; that's what made it not too good for them.

What was it that you liked in particular?

Everything was smooth, and they had a couple of tricks of their own; matter of fact, Chris Chaput did really good too. He deserved to win that.

What's the best performance you've personally ever given?

Belmont Park. Everything was perfect the second day, and that was the finals. I introduced a lot of new tricks, and everything was on. I did a couple of tricks that I'd never even done before in that heat.

Are most of your maneuvers original ones?

Yes, almost every one, as far as freestyle goes; bank riding—about 75% of them.

How do you go about coming up with them?

Mainly most of my new maneuvers come out of just going super fast on footwork, and all of a sudden I just invent something by accident. Then every once in a while, I just sit down for a while and think about something, and I just do it.

What tricks have you originated?

The "Ty-Hop," and the "Half-Hop" . . . the Pa-Hop (pay-hop) is just a Half-Hop and daffy; the foot spin, foot-spin-360's, toe spin, and the toe-spin-360 . . . and almost every backwards footwork maneuver.

So, do you basically just take something that you've seen before, and maybe add to it?

Both. One thing I'm into is . . . I don't like to do anything that's easy. In all the tricks that I do, I don't do anything that's easy. It's just boring; it's not a challenge. I'm just into the challenge of things.

Do you more or less compete with yourself?

That's it right there.

So what are some of your favorite maneuvers?

I don't really have any favorite maneuvers, but I really get a rush when I'm perfectly on in my footwork, and I'm going so fast that . . . sometimes I go so fast that I even freak myself out. I like fast footwork and doing stuff on banks.

What maneuver gives you the most trouble?

Almost all the freestyle maneuvers that I invented. They're really hard, so you have to do them almost every day, or they leave you. You have to practice almost as long as you did to learn them to get them back again.

So it's just sort of an overall consistency?

Consistency is . . . like a lot of skaters are really geared some days, but other days you wonder if they're scared. I think the hardest thing to do is be consistent. And when I get into my footwork . . . like most of the time it's hard for me to even fall off . . . like if I get off balance, I can always do something to counterbalance it.

When you're doing these things, is it pretty much . . . I mean, are you concentrating on it, or are you so well practiced that it's just . . .

It's just happening . . . spontaneous. I kind of think about it . . . but it's just like surfing; you do something, and you don't think about it, and all of a sudden it's just there.

So who are your favorite, all-around skaters?

Bruce Logan, because he's been around a long time, and I think he's really hot. He's got a different style, and he's just a really fun guy to skate with. Brian Beardsley is really hot. He's, in my opinion, **insane** when it comes down to jumping cars with one board. He's thinking about doing two MG's—jumping two MG's with two boards—and after that, maybe trying it with one board; and I betcha he can make it. These guys are all on my team, but they're hot, you know? Like Mark Bowden; I want to say that I think Mark is **the** most underrated

Ty, watering his bowl roots. "And you, you said, 'you gotta get on one wheel to do it, Ty.' I went, 'Warren, God; I can do that!' "

skater. He's not super consistent, but he's not given as much credit as I think he should be getting.

Right from the beginning, you've been skating for teams with basically the same skaters. Why is that?

Because I get along with them really good . . . like Mark and I have kind of the basic surf style. Way back before '69, we used to go up to PV (Palos Verdes, California), and go down those hills, racing cars and stuff, and people would freak out. We used to skate all the way to Palos Verdes, about eight miles, and skate back; skate there all day with those rock wheels. We'd have new wheels, but by the time we got back, they wouldn't be new anymore; they'd be flat. This was probably in '67, '66. And I like Skitch; he's really hot at his handstand stuff. Gregg Weaver is really hot; he's good at banks, and has a super-hot style. I like all the skaters pretty much.

What is your criteria for excellence; I mean, what is your particular taste in skaters? Do you like a guy that does fast footwork, or do you like a guy who's got fast footwork and style? What really gets you stoked?

As far as freestyle goes, if someone's got a couple of good handstand maneuvers—I'm into handstands too, to a point—like two handstand maneuvers that are really hot. But I think as far as what turns me on, I like fast footwork . . . fast, smooth and radical. And for bowl riding . . . like I haven't tried that flying-out stuff yet, but I've heard it's easier than it looks . . . I think that would turn me on, too. New maneuvers that are hard are what I'm into. If people invent stuff, I get stoked on that. Most of the skaters wait until someone else invents something, you know? I'm an inventor, and I get stoked when people invent their own stuff.

Who do you see as hot and up and coming at the moment?

There's a lot of guys that are really getting a lot better. One guy that freaks me out is Brian Beardsley. I've been teaching him, but he also comes up with new tricks himself. He's 6'1", and has fast footwork for how big he is; he's got good handstands and good bank riding and stuff. And I think if Bowden stays in it, if he really puts effort into it, I think he'll be coming up.

Why do you think these particular guys haven't achieved more success to this point?

Brian is successful; he just got paid $1500 for doing a demo for two days in a shopping center. Bowden just hasn't had the right breaks.

What kind of stuff have you been doing since you've been working with them? I understand you're on a pretty rigorous training schedule.

They sent me to Germany for a month, and we were doing like five demos a day. The Germans don't get into exhibitions like the Americas do; ten Americans make about as much noise as a thousand Germans do. You do something insane and the Americans go wild . . . it was really kind of a bummer; I really didn't like it over there too much.

Did you notice very much of an interest in the sport, though, while you were there?

Oh yeah, Free Former has sent hundreds of thousands of boards over there. Free Former is the largest manufacturer in skateboarding. They're working day and night getting skateboards out. Skateboarding's getting so big that there's no way it's gonna quit. Free Former's the biggest promoter of skateboarding events in the business, too. They're really into promoting the sport.

What other things have they done to promote you, or to help you with the sport? I know you've been really active in the last couple of years since you've been with them.

They've got that Blammo promotion that's in every single newspaper across the United States, and I've got my new model out—my Ty Page board—and I have a new wheel out called Ty Page Black Gold. Boards are getting too big; they can only do one thing, and I've designed my board—it took me about two months—so it's completely different from anybody else's board. They can't say that I copied anybody, and it's made for everything that you can do.

What makes your board different?

Just the shape, and it's a little bit smaller than the big tubs that are going around; it's looser on banks, too. It's not as wide, but not as narrow as the other boards. I just made it in between everybody else's boards, and I think it turned out pretty good.

What kind of durometer wheel do you ride?

I ride a 92 for bowls, but we sell a 90 and 92.

You ride quite a bit harder wheel than most people?

Most people can't adjust to it because it's harder—and easier at the same time—to ride a harder wheel. Like it slides out, but if you're good enough to ride it, you'll like it a lot more, 'cause it's freer to the bank. With freestyle, it's freer to do stuff. It doesn't grab the ground; you can do whatever you want. It's good for slides, and good for 360's. Ice

Ty Page:

skaters can do a lot more 360's than a skateboarder can do, because there's nothing grabbing the ground; it's really free, no drag; and on these wheels, there's no drag, either.

I've noticed your wheels make a fair bit of noise. Explain why that is.

For one thing, I ride expensive bearings in them; there's no grease in them, so if people at skateparks hear my wheels grinding away, it's not really the wheel. If you put in a regular bearing that people sell, they're smooth. Every once in a while, when I get into my Ty Slides and stuff, I ride a 95 durometer, which no one wants to ride because it's too dangerous. I've been riding a hard wheel for so long that I've gotten used to that.

Do you feel you've reached any kind of peak yet?

No. I think I'm doing more stuff than anybody is doing right now, but I think I've still got a lot more years left, and I think I'm still gonna be inventing tricks and stuff.

What's the most radical thing of any kind that you've ever seen?

It was in '73, I think, and I had never seen speed racing done to its limit. It's not to its limit now, but it was the most insane thing I've ever seen; and that was at the Dip (La Costa). Bruce was at that hill. I was going, "that thing's insane; that hill's giant." And all of a sudden, Bruce just started going for it, pumping as hard as he could, straight down, in some weird looking fairing that I'd never seen before. **I was just freaked!** I came into idolizing the guy again. I hadn't seen him for three years, and I was wondering if he was as good as before—and he was a lot better than he was before—just really hot. Another thing, he did a speed nose wheelie down the hill at about 30 m.p.h., which blew me out, too. Another time was the first time Brian Beardsley jumped a hard-top car, some kind of Triumph, with only one board.

How many 360's have you seen done?

Twenty-eight by Russ Howell. He's really hot at those 360's. He practices for about two hours on just 360's.

How many have you done personally?

I don't know; it's over 20 backside, and 18 frontside. My 18 frontside . . . like it's really hard for me to do, 'cause there's no one who can do a lot of 360's except this one guy . . . he does pretty many. Frontside 360's are probably the hardest 360's you can do.

It looks like there's gonna be pipe and pool-riding competitions coming up soon. Do you think you'll be competing?

Probably. Maybe pools, but I don't think there's gonna be any pipe competition, is there?

Yeah.

I'll compete in anything. I learn fast, so I can get into it. I think there's gonna be bowl-riding contests, too.

I know you're going to compete at Akron, Ohio, this weekend, and you've always been into speed racing; have you ever competed at Signal Hill?

No, I thought that hill was a joke. I was gonna compete last time, but I was in Germany. That hill is a fun hill, but it's not really that fast, I don't think. I think Akron, Ohio, is gonna be a lot better.

Now in Akron, you're gonna be competing in all three categories; slalom, speed and standup speed—limited and unlimited speed divisions. When it comes down to Signal Hill, would you compete in both divisions, as well?

Yeah.

When do you think you skate your best?

When I'm with my friends, and all of a sudden I get this . . . when I feel good; when there's music around, and when I want to impress someone . . . either I skate really good—or I don't skate good at all. **Some days you're just on!**

It sounds like you enjoy the showmanship pretty much.

Yeah, it's fun. I enjoy when people get off to saying, "Wow, that's insane!" I try to rip as much as I can, because I've got a board out, and keep a good name for myself. If it gets rumored around that you're skating terrible, things just don't go right; so you just try to rip as much as possible.

Tell me something about your training schedule . . . I understand it's fairly intense.

Rick (Smith) at Free Former says . . . I think he might be the only guy that does this . . . "be there three days a week (at the factory), and skate from 3 to 6." I'm there usually from 10 to sometimes 10. Like sometimes when I'm skating before a contest, I skate ten hours a day, and some days I go freestyle for four hours, or go ride a skatepark for about three hours.

Having lived in and around the major energy areas on the West Coast, where do

"A lot of things I do, people don't think are hard, but there's no one else that can do them." The "Ty Hop" as performed by its originator. What you see here was shot in just under a half of a second. Ty's so quick that it's hard enough to even see what's happening, let alone shoot it. " . . . sometimes I go so fast that I even freak myself out." Skatopia—Buena Park, California. Photos: Bolster

you feel the present energy centers are?

There's three of them. There's the Dogtown area (Santa Monica), and there's the L.A. area—they don't get that much coverage, but they're really hot, and there's Down South (San Diego County). All those areas are really big; there's probably areas that we don't even know about that have high energy too.

What do you think are the strong points of each area?

In Dogtown, it's mainly pools and vertical banks. I think it's more of an all-around thing Down South. In L.A., it's pools, vertical banks, and now that the Free Former team is there, it's freestyle too. But I think probably Down South has the most all-around energy.

What about the Dogtown skaters?

I think that they're really hot, but they don't carry an image that's good for skateboarding. I think they blow it when they go to pools and stuff, ripping off people . . . I don't like their style, either. They say they brought it away from surfing, but their style isn't anything like surfing; it's more like a monkey style, except for Jay.

I understand you've appeared in some commercials lately?

Yeah, I've done a Sunny Delight commercial; Brian and Desiree Von Essen and I were in that one. And an MG commercial—Mission MG—where we jumped over the car. That was with Mark Bowden and Brian Beardsley. Also a Free Former commercial, a skateboard commercial, and the whole team was in on that. And a Wendy's hamburger commercial, and a movie that's coming out this summer called "High School." We were just little brats in it. There's a chase scene in it, and stuff.

Since you travel quite a bit, which areas outside of California do you see as having the most potential?

Maryland . . . Brian and I went back there, and those guys learn fast. There were a couple of guys that were really hot, like the Marlow brothers. And probably Florida, because they were next into it. They have the best weather. California and Florida have the best weather, and I think the places that have the best weather will be the top places.

I would imagine from all your skateboarding activities, riding for the largest manufacturer of skateboards in the world, that you're making fairly good money now.

I'm making good money with those guys. I just got a new Alfa Romeo sportscar, a Spyder.

What do you think you might like to do with yourself in the future?

Well, Free Former is promoting me, so I can come up with a line of stuff. If I keep on ripping, and doing good in all the various events and stuff—if I can get number one in one event—then I can get a thing going on that. I think they're gonna treat me right, and I'll do right.

I understand there was a challenge . . . like you and California Free Former challenged Chris Chaput . . what was the story on that?

I was all set up to do it, and Chris said his manager thinks he's so big time that it's not worth the $2,000—that we were gonna put up to do it—to lose his title. In my opinion, I would have worked the sweat off the guy, or whatever. And then I had a challenge match with Henry (Hester), too—in slalom—and since Chris wasn't gonna do it . . . you see, I thought to myself that I'd probably beat Chris, and I'd give Henry a good run for his money and maybe come out and beat him; but I'm not gonna go out there and do a full-on challenge match with Henry Hester—and then lose—so we quit that idea too.

Do you find any disadvantages derived from being well recognized in the sport?

Having to skate in front of everybody that knows about you, they all say, "Why don't you get on your skateboard and ride?" And if you're not in the mood, it's kind of a bummer. And another thing; when you're skateboarding, and you're just trying to get your mind into what you're doing, and people walk up to you—I can see how they may want to talk to you, and see your points and stuff—but it's kind of a bummer to talk to them right when you're in the middle of skating. Like they can wait until after you stop, then I'm free to talk to anybody about anything.

I notice you get really bummed sometimes when things aren't going right. Does that affect your performance?

When things aren't going right, I just have to stop in my tracks and just think awhile, and then do it again. I'm not the kind of guy who quits; I just keep on doing it until it's right. I'm pretty dedicated.

How do you feel about being tagged with the name . . . "The Incredible Ty Page?"

Doesn't bother me; it's helped. That's one of the reasons I **have** to skate good, because they think this guy must be pretty good to have a name like that, so I have **to keep up with it.**

Are there ever times that you'd rather not have to live up to it?

No, I think it's . . . you know, it's bad if you're doing bad, but like anything else, it keeps you on your toes.

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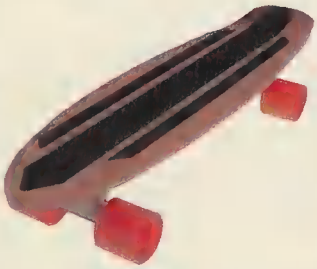

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The new formula orange pipeline wheels; hand poured, equipped with German ZZ-608 bearings. Two wheels (2x2¼") **$13.95**

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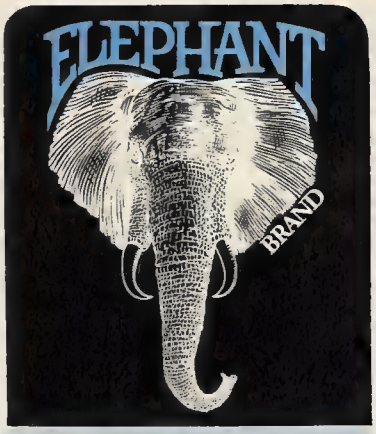

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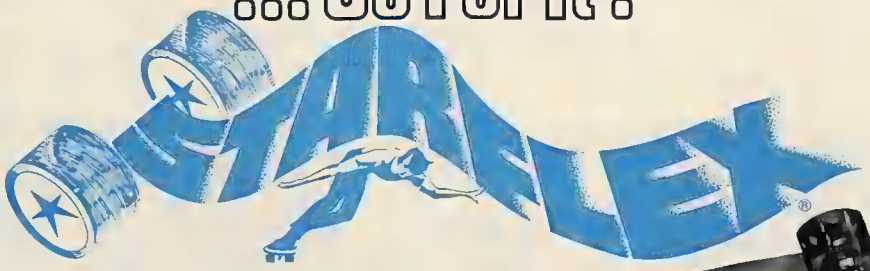

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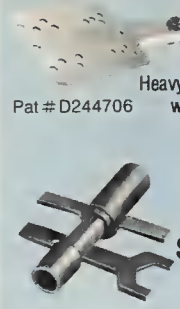

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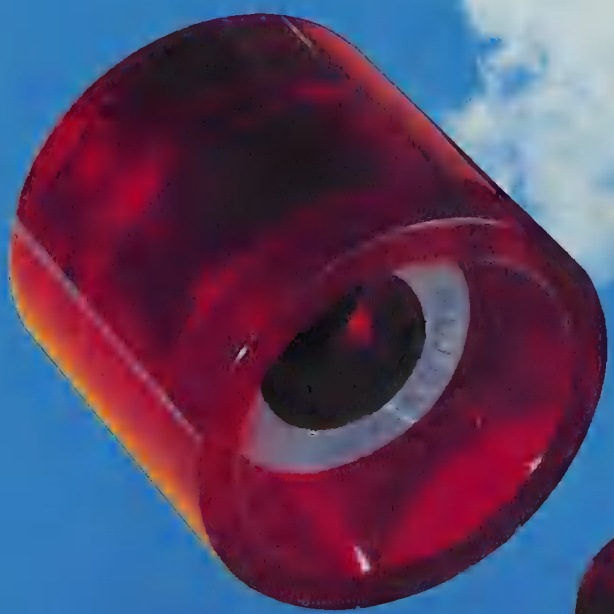

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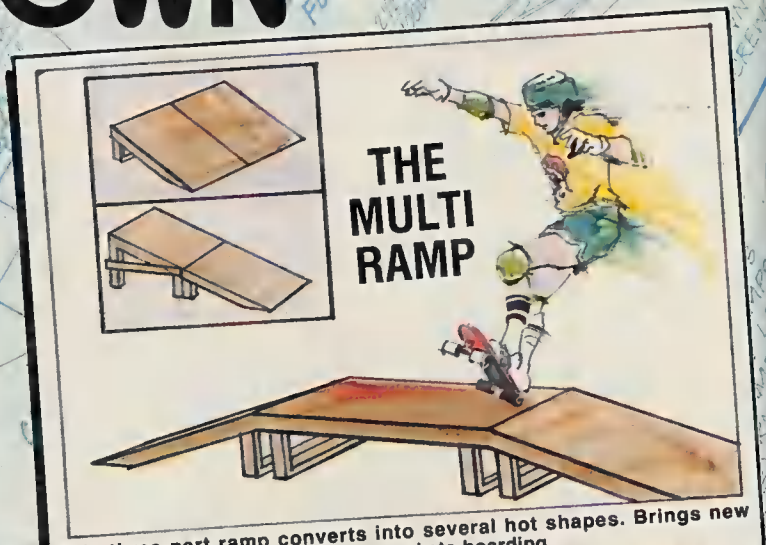

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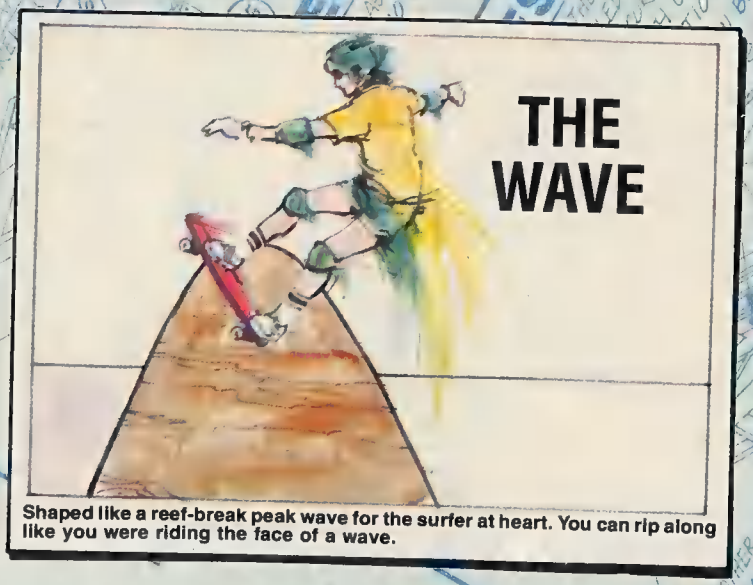

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EQUIPMENT UPDATE

Probably the most significant single item of skateboard equipment yet to surface in the U.S. from Down Under is an unpretentious, nylon-based skid plate called "Power Pivot." Developed by industrial designer and skateboard enthusiast David Hill of Sydney, some 15 months ago (talented Aussie freestyler Lynn Grosse won at both Magic Mountain and the Cow Palace using one), this oval-shaped block offers a time-tested design, good grip and wear characteristics, and a related increase in control and protection (for shoes and board). Power Pivot recently received patent status in the U.S., and will be available through Control Products.

From the ever-innovative wheel industry, word is that Kryptonics has improved the formula of their popular Star Track to completely eliminate chipping and splitting . . . Meanwhile, Tiger Enterprises of Stockton, California, sends news of a first in wheel design—a general-use wheel fitted for larger precision bearings. The concept, already widely discussed, is spelled out by spokesman Vic Katsuyama: "This wheel will utilize larger precision bearings, giving the rider a smoother, truer roll. Because the bearings are larger in diameter, there is virtually no chance for loose play within the wheel, thus turning becomes much smoother and quicker." The "Tiger Trak IV," as it is named, will be cast in "high-performance urethane" similar to that used in Gordon and Smith's Yo-Yo wheel.

High quality is also a trademark of Rector & Wolfe, Inc., makers of the Rector Palm Pads Glov. Now, Rector is furthering that reputation with their "Rector Skatewear Protective Shorts," featuring "totally removable inside hip and tail pads, double-layer of material on the seat, adjustable expansive waist, velcro fasteners, and wide-cut legs." Mike Rector has designed these shorts for freedom of movement and style, as well, making them a worthy investment for the active rider.

A similarly unique piece of safety equipment is the "Safe-T-Palm," being produced by the Roller Athletics Company. Evidently conceived for economy as well as function, the Safe-T-Palm is not a glove, but a piece of "durable plastic material," fashioned to wrap around the hand, covering the palm and extending slightly above the base of the wrist. Secured tightly in place with velcro fasteners, the device is intended to protect the most vulnerable area of the hand, while offering some degree of increased wrist support.

Long in tune with the needs of both the surf and skate communities, Sunset Surfboards of Encinitas, California, has fused energies with local talent Murray Estes to produce a "pool-bowl specialty board." Says Sunset: "The 30½" oak kicktail features a wider (8¼") outline and a triplane bottom. Reliable sources report that unknown San Diego bowl bandits are pushing all upper limits on this pool-tool."

Val Surf Roof Rider.

Val Surf Mica-Flex.

Power Pivot.

The new "Tiger Trak IV."

Rector Skatewear Protective Shorts.

The Sunset Pool Rider

To the north in the legendary San Fernando Valley, Val Surf, the original mail order/retail establishment for quality surf and skate goods, has developed two new decks of their own: the "VS Mica-Flex," and the "VS Roof Rider." VS owner, Mark Richards, provides the following descriptions:

"The Val Surf Mica-Flex offers a very soft, 'firm' flex. Just enough to dampen the shock from hitting coping, and just enough to absorb some of the force from vertical drops. This extremely light and durable board features a full overall template with a gradual bent tail, 27" and 29". Material makeup is entirely synthetic (milimine, resourcenal, formica) . . .

"The Val Surf Roof Rider offers the rider a very low center of gravity with its continuous curve from tip to tail . . . this extremely light board is made of two pieces of the highest grade "cabinet" ash, joined together with resourcenal glue in a water-ski technique. Wheel wells allow for mounting directly on the board, thus giving an even closer feeling of the action."

And finally, from a much smaller outfit, though one long on experience and creativity, Robert Staton Skateboards out of Redondo Beach, comes some interesting info on their unusual "Pluto Platter." Originally seen in Vol. 3, No. 4, page 22, of this magazine, the Platter is now offered without holes (originally drilled to reduce weight), and through a new address (an upcoming ad will note the change). The board represents a no-holds-barred approach toward function, resulting in a "different" look, and some skepticism. Says Staton: "We feel that our deck is the product of a serious effort to upgrade the state of the art in skateboard tops . . . I design and build tops from the 'what is a skateboard' point of view . . ." We haven't seen their new boards yet, but we certainly have to admire the positive energies and philosophy behind them.

Sausage Man "gets down."

VIEWS FROM THE GLOBAL ARENA

The California FreeFormer World Skateboard Championships are firmly slated for September 24 and 25 in Long Beach, California.

The Third Annual Hang Ten World Pro Titles have been postposed, until December, to allow time for further developments. Meet coordinator, Richard Graham, assures that the extra time in preparation will provide the most smoothly run contest yet. Keep tuned in for more news.

The Hawaii State Skateboard Championships have been postponed due to site approval difficulties. Originally scheduled for July 3 and 4, in the Diamond Head Crater, a Hawaii historic state monument, the Board of Land and Natural Resources has ruled that the contest was "not appropriate in terms of the crater's designation as a monument." Negotiations are currently under way for alternative sites.

Pravda, the state paper of the Soviet Union, makes mention of the arrival of a number of American skateboards. Having been imported by the governmental powers, can an official U.S.S.R. competition skate entry be far behind? The skates, as previously reported, were all colored red.

Unsubstantiated rumors tell of an upcoming South American Invitational Titles to be held at the Rio de Janeiro Skatepark in Brazil. A lot of pro riders are excited about this one, since the Brazilian environs are known for their abundant pleasures.

A CHAPSTICK FOR THE QUEEN

Chris Chaput will be flying to London, England, on June 11, 1977, to present the Queen with her own personal skateboard. On his return trip, the boy wonder will drop by the White House to give Amy Carter her new cue. We'd all heard of Tuzo Jerger's and Kanoa Surf's reputation for excellent service, but this new delivery plan is a bit of a blow mind.

ISA PRO FREESTYLE LIST REVEALED

Despite the usual one hundred calls per day at the ISA center, Sally Ann Miller was kind enough to pass on the Association's free-style list. Keep in mind that this is a random grouping, and is in no numerical order. If anyone is going to get upset, please don't blame kindly Ms. Miller; just search out our zealous staff of investigative journalists. The list is as follows:

Brad Logan	Steve Shipp
Skitch Hitchcock	Stacy Peralta
Mike Weed	Chris Chaput
Eddie Nadalin	Bob Jarvis
Russ Howell	Fred Flavell
Bob Mohr	Paul Hoffman
Gary Kocot	Roy Jamieson
Dale Smith	Torger Johnson
Gregg Ayres	Dennis Martinez
Gordie Lienemann	Lonnie Toft
Laura Thornhill	Ellen Oneal
Ellen Berryman	Becky Martinez
Desiree Von Essen	Kim Cesepedes

At this point, the SKATEBOARDER staff would like to congratulate all who are on the list, as well as all those who are not. After all, the company's good either way.

Of special note is the inclusion of Dale "Sausage Man" Smith. An incredible performer, Smith's routine is a cross between Disco Duck and Arthur Murray. Dancing days *are* here again. Multiple freestyle World Champion, Bruce Logan, was unavailable for comment, since he was too busy driving in his new black B.M.W. We are hoping to get him to roll down the window soon, and we promise to pass along any word.

SLALOM ACES IN DIFFERENT PLACES

Comrades in Arms

Bobby Piercy, in New Jersey on a park-design gig, was last seen vacating the premises with seven (yes, count 'em, seven) PLAYBOY bunnies on his arm.

Meanwhile, back at the ranch . . .

Tommy Ryan, Carlsbad Park Pro, is into heavy, rigorous training at an undisclosed site

Free Again

Henry Hester is on the loose, and is setting up his next big move. The industry and all interested bystanders are watching in anticipation. It could be a monster.

Heavy Traffic

Pat Gillogly, avid skater and brother of Brian, is now recuperating from a broken leg, and heavily into airbrushing, recently loaned his new surf stick to James Cassimus. In his usual style of rapid transit, James somehow lost the borrowed board in the fast lane of the San Diego Freeway. Not being one to do a job halfway, Cassimus recovered the board in rush-hour traffic. Considering the cars were going at 55 plus, that's the kind of friend to

Monthly Winners. Photo: Cassimus.

S. P., the Freewheelin' Desert Fox. Beastly photo.

Dogtown's Darling, Paul Hoffman. Photo: C. R. Stecyk III.

have.

Seymour Snow broke his legendary nose for the news (excuse pun) June 26, while on a high-altitude skiing expedition in the Peruvian Andes. Best of luck in your recovery, Seymour; hope to see you back at La Costa soon.

MISSING IN ACTION

Mellow Cat is now lost on the Cerveza Trail, in search of the lost magic hops. It's the water.

Where are Squeak Blank and Laurie Turner? Any knowledgeable replies, care of this column, greatly appreciated.

TURN THAT MOTHER DOWN

David MacIntyre has been treating airplane audiences lately to his lustrous baritone voice. Observed on a Pacific Southwest Airlines Flight, FibreFats performed a medley of top ten favorites, including; Queens "Tie Your Mother Down," Marsha Chapman's "I'm Falling in Something, This Time I Hope It's Love," and Aerosmith's "Big Ten Inch . . . Record." If you should see a fellow in a tailored yellow and red-orange suit, with his Astro-Lude tape deck plugged into his ears, vocally emoting at full amplitude, that's our man.

NICE WORK IF YOU CAN GET IT

Hollywood agents are a-babble over the upcoming luscious Farrah Fawcett special for the tube. Seems they need a pro skater to tutor Farrah in the finer points of skating. Any takers, boys? Early applications were reportedly received from Ty Page, Stacy Peralta, Woody Woodward, Murray Estes, and John Doe.

IT'S HOW YOU MAKE IT SMALL

Magnum Force is considering tooling up for a full action 1/32 scale skate for Mattel's own Malibu Barbie.

In New York, Allan Keoningsburg has been telling people that he's Ray Allen's brother. Don't believe it. Ray, incidentally, is in the final design stages for his portable skate park.

Hal Jepsen and the HUF cine crew are working on a multi-sport-action film for feature release. Skate segments include a 15-mile slalom race down the Rockies. The music for the epic is being done by Dennis Dragon, holder of assorted golden records.

WHAT DOES SHE REMEMBER AFTER FOUR YEARS?

Boston cross-country skater, Bill Fenton, has been linked to Linda Blair, of Exorcist I and II fame, in the society pages. Fenton, who intends to skate New York-L.A. this summer, is obviously into it on all counts.

James Budge, featured in PLAYBOY, OUI, VILLAGE VOICE, CIRCUS, SUNSET, NEW WEST, PACIFIC, and others, relates of high velocity windskate runs out at El Mirage Dry Lake. With a course length of two miles, and an average speed of 40 miles per hour, it all sounds like fun.

Dogtown Darling, Paul Hoffman, has become the heart throb of countless school girls on the Pepsi tour. Frequently mobbed, he has been getting tips from Freewheelin' S.P. on signing autographs.

FUNNY FOTO WINNER

We are pleased to announce the first winner in our Funny Foto Contest. Unfortunately, winner J. Cassimus neglected to identify the photo subjects (other than to tentatively title it "What, or Who, is ripping"). We desperately need to know the identities of the pictured "individuals" so that we can send them their prize. Remember—from Off the Wall—you always get what you deserve. Please send any I.D. guesses, as well as future entries, to this column.

Adios Amigos

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THE FIELD HOUSE SKATEBOARD PARK

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Beginning, Intermediate and Advanced Runs
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INDOOR ICE SKATING RINK — TENNIS COURTS — RACQUET BALL COURTS — ARCHERY
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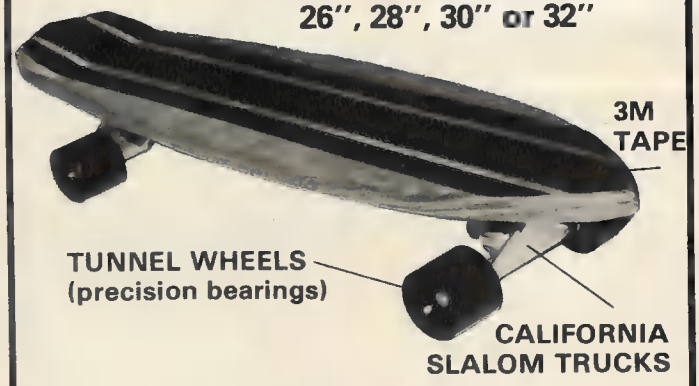

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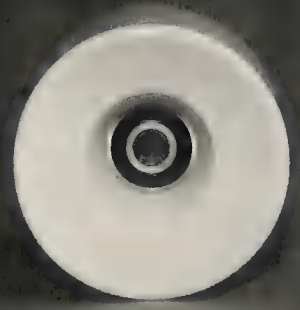

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The most predominant beneficiary of Jim Cassimus' developing photo talents—Gregg Ayres—powerfully taking charge at their favorite park, The Pipeline.

(left)
Sequential Stacy slide. Peralta precision at the Pipeline. (Note Stacy's special attachment to prevent truck hangups).

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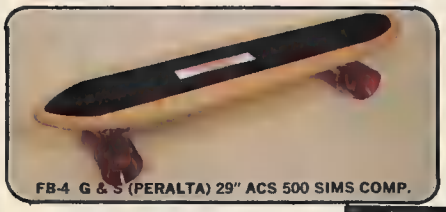

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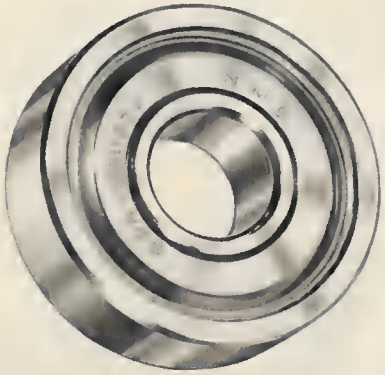

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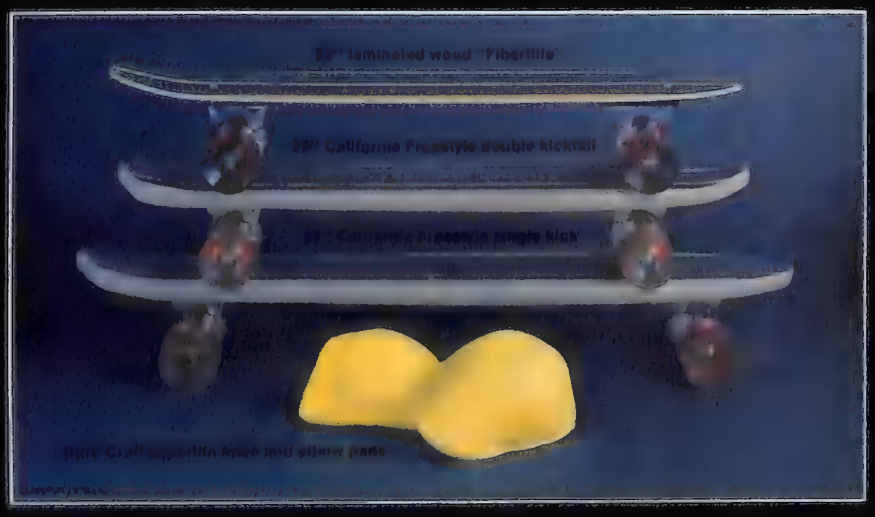

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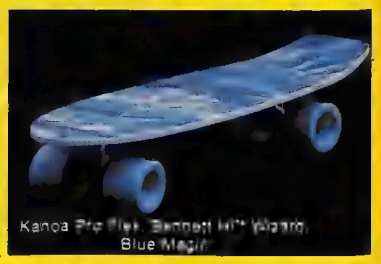
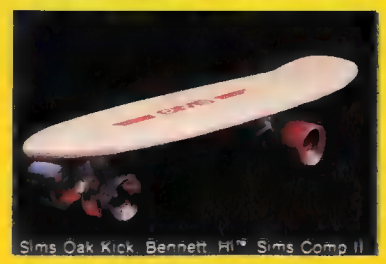

Kanoa Pro Flex, Bennett Hi™ Wizard, Blue Magic


Sims Oak Kick, Bennett Hi™, Sims Comp II

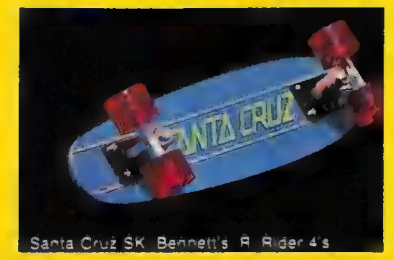
Sohne Ash K, Sohne 130, CK51 TANG

G & S Bowl Rider, Bennett Pro's, Randall Bowl Rolls

Mike Weed, Gull Wings, Krypt, Red 60mm

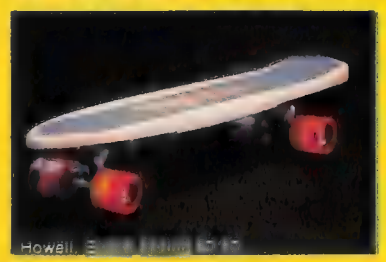
Sims Taper K, Bennett Pros, Sims Bowl Ryders

Hobie Park Rider, Bennett Hi™, OJ Slaloms



Santa Cruz SK, Bennett's, R. Rider 4's

Quicktail, Bennett Pros, Bones


Howell, [illegible]

Logan [illegible] K, Bennett Pros, OJ Slaloms

Kanoa Mahogany K, HatTracks, 70 mm Krypt

Kanoa Aluminum, ACS 651, Rd. Rider 4's

[illegible] Rocket, [illegible] 4's

Maharajah SK, ACS 651, R. Rider #4's

Magnum "Shooting Star", Magn., Mag. Wheels

Chapstick, Bennett Pros, OJ Hot Juice

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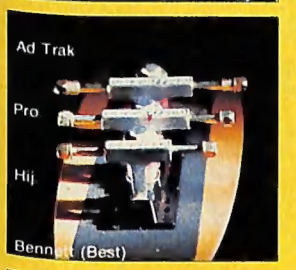

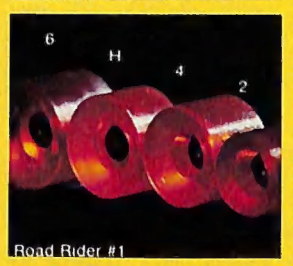

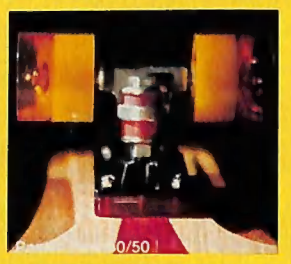

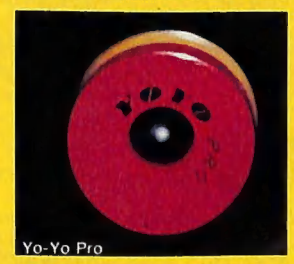

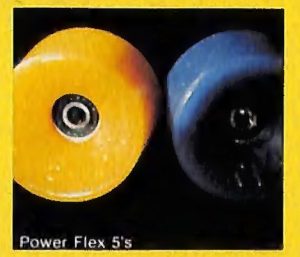

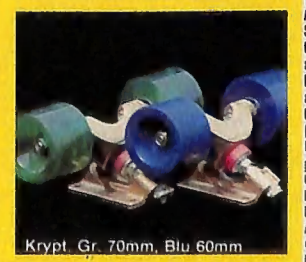

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SKATEBOARD TOP ALONE—Abbreviations (F) Flat (SK) Single Kick (DK) Double Kick (B) Blue (R) Red (Y) Yellow (O) Orange (G) Gold (Price for one, no wheels, or trucks)

- ☐ KANOA FLEX "NEW" WIDE $15.95 ☐ SK ☐ 24" ☐ 27" ☐ 25", ☐ Blue & White ☐ Yellow & Red
- ☐ KANOA "NEW" WIDE DESIGN ALUMINUM% No Sag, Good Flex, Grip Tape, $16.95 ☐ SK ☐ DK ☐ B ☐ R ☐ G ☐ 24" ☐ 27"
- ☐ KANOA OAK KICKTAILS, Grip Tape included ☐ Park Rider SK w/wheel wells $17.95 ☐ Oak SK $15.95 ☐ 26" ☐ 29" ☐ 32" ☐ F $8.95 ☐ 24" ☐ 27"
- ☐ KANOA MAHOGANYS—Ultra Clean w/grip deck ☐ SK "NEW" $15.95 ☐ 26" ☐ 29" ☐ 32" ☐ F ☐ 24" and ☐ 27" $11.00 ☐ 32" and ☐ 36" $13.95 ☐ 40" $14.95
- ☐ CHAPSTIK (Chris Chaput's own design #1 Freestyler) Wide Body 7¾", lightweight, durable, no chipping maple, wide wedge insert kicktail for footing and grip. Deck for Freestyle + Park Riding ☐ 26" Freestyler $23 ☐ 29" $25 ☐ 32" $26 (Available July '77)
- ☐ GORDON & SMITH ☐ 26" Freestyle $24.95 ☐ 25" Kick $24.95 ☐ 27" Kick $26.95 ☐ Pro Slalom 26" $24.95 ☐ Pro Slalom 29" $28.95 ☐ Bowl 27" Stifflex $26.95 ☐ Bowl 29" Stifflex $28.95 ☐ Steve Cathey Freestyle $27.95
- ☐ GORDON & SMITH Peralta Warped Tail ☐ 25" $19.95 ☐ 27" $21.95 ☐ 29" $23.95 ☐ Z-Flex ☐ Jay Adams 30" $38.95 ☐ "NEW" Lightweight w/rocker $27.95 ☐ SK $27.95 ☐ B ☐ Y ☐ R
- ☐ BAHNE—PRESSED FIBERGLASS $16.95 ☐ 24" ☐ 27" ☐ 30" ☐ B ☐ Y ☐ O
- ☐ BAHNE ASH KICK ☐ 24" $19.95 ☐ 27" $20.95 ☐ 30" $21.95
- ☐ HOBIE ☐ Surf Flex (K) $24.95 ☐ 24" ☐ 27" ☐ Mike Weed 27" Kick $27.50 ☐ Weaver (K) II Laminates 30" $39.95 ☐ Park Rider ☐ 26" $19.95 ☐ 28" $21.95 ☐ 30" $23.95
- ☐ WEBER ☐ 28" Strata Flex $27.50 ☐ 28" Woody Cutaway (K) $27.50 ☐ Woodie (K) $21.95
- ☐ LOGAN ☐ No Kick $15.95 ☐ Kick $18.95 ☐ 25" ☐ 27" ☐ 29" ☐ Brad 31" $19.95 ☐ Torger (K) 32" $19.95 ☐ Torger Flat $18.95 ☐ Slalom $18.95
- ☐ LOGAN ALMOND (K) ☐ 25" $24 ☐ 27" $25 ☐ 29" $25 ☐ Brad 31" and ☐ Torger 32" $27.50
- ☐ LOGAN ROSEWOOD (K) ☐ 25" $27 ☐ 27" and ☐ 29" $28 ☐ Brad 31" and ☐ Torger 32" $29
- ☐ BANZAI (DK) $15.95 ☐ B ☐ G ☐ R
- ☐ SANTA CRUZ ☐ Kick 26½" $24.95 ☐ 28½" $24.95 ☐ "New Hot" 5-ply Wood Laminates 27" $24.95
- ☐ TORQUE Pro Slalom 28" $25.95
- ☐ SIMS OAK FLAT ☐ 25" $17.95 ☐ 27" $18.95 ☐ 30" $22.95 ☐ 36" $26.95 ☐ 44" $28.95
- ☐ SIMS OAK KICK ☐ 25" $18.95 ☐ 27" $19.95 ☐ 30" $23.95 ☐ 36" $27.95 ☐ 44" $29.95
- ☐ SIMS TAPER KICK ☐ 27" $34.95 ☐ 30" $37.50 ☐ 36" $42.00 ☐ 44" $49.95 ☐ SIMS "New" Light Weight (available late August '77) ☐ 27" $26.50 ☐ 30" $28.50
- ☐ SIMS Lonnie Toft ☐ 27" $28.50 ☐ 30" $29.95
- ☐ QUICKTAIL by Quicksilver ☐ 28" $44.00 ☐ 30" $60.00 Your Weight _____
- ☐ MAGNUM 775 M Deck (available July '77) $21 ☐ Magnum "Shooting Star" 30" $35.00
- ☐ HOWELL Kick ☐ 27" $23.50 ☐ 30" $24.50
- ☐ MAHERAJAH "as Weaver" ☐ Rocker ☐ 28" $36 ☐ 30" $38 ☐ Kick ☐ 28" $34 ☐ 30" $36

TRUCKS (2 needed per skateboard) price per Truck

- ☐ Bennett Trucks ☐ Hijacker 5" Axle $6.95 ☐ Pro 5¾" Axle $8.95 ☐ Pro Ad + Trak® $10.50 (All for precision bearing wheels)
- ☐ TRACKER w/½" Pads $10.95 ☐ Haf-Trak $10.50 ¼" Pads ☐ Mid Trak $10.95
- ☐ BAHNE '110' $5.95 ☐ '150' 7-1/6" axle $9.95 ☐ "New" '130' $6.95
- ☐ ACS ☐ 650 $7.95 ☐ 651 $7.95 ☐ 500 $5.95 ☐ 430 $3.50 ☐ (Gold add 50¢)
- ☐ X-CAL ☐ GALAXY $3.95 (wide axle) ☐ 3-Spring $10.95 ☐ "NEW" Pro 6" axle $6.50
- ☐ SPEED SPRING ☐ Freestyle $6.50 ☐ Split axle $7.95
- ☐ "NEW GULL WINGS" $15.95 (6¼" axle) ☐ Support Bracket add $2.50
- ☐ CALIF. SLALOM $6.95 (7" axle) ☐ Pro $6.95 ☐ Stroker $28.95 (individ. suspension) ☐ BANZAI $7.95
- ☐ MAGNUM Hi-Velocity Truck $17

WHEELS (four needed for complete skateboard) (For precision wheels w/out precision bearings, deduct $2 per wheel. All precision wheels come complete w/2 precision IKS Bearings and adapter sleeves, truck style.) For German Speed Bearings add $1.00 per wheel; for Southern California Computer Speed Bearing add $7.50 per wheel. (These are the fastest bearings around. Lifetime Guarantee.)

PRECISION BEARING WHEELS

- ☐ ROAD RIDER ☐ #2 $4.95 ☐ #4 $6.95 ☐ #6 $7.95 ☐ Hester $6.95 ☐ #4 Park Rider $6.95 ☐ #5 Logan Park Rider $7.50
- ☐ SIMS Pure Juice ☐ Comp 2½" x 2¼" wide $7.25 ☐ Comp II $7.50 ☐ Bowl Ryder 2¼" x 2-11/16" wide $7.25 ☐ Giant Slalom (for wide trucks) $7.50 ☐ Mini-Comp (Freestyle) $6.75
- ☐ OJ ☐ Slalom $6.50 ☐ Superjuice $7.50 ☐ "NEW" Hot Juice $7 (available July '77)
- ☐ CADILLAC ☐ DK '38' slick $4.25 ☐ DK '51' ☐ Blue or ☐ Tangerine $6.25
- ☐ STAR TRAC (Kryptonics) ☐ 60mm $6.95 ☐ 70mm $7.95 ☐ 80A Blue ☐ 85A Green ☐ 75 A Red (other colors or sizes unavailable)
- ☐ ROLLS ROYCE ☐ Cobra 60m $6.50 ☐ Cobra Comps $6.95 ☐ Waimea $6.75 ☐ Bonzai $7.25
- ☐ WEBER ☐ Mini Slalom $3.95 ☐ Freestyle Reg. $4.95 ☐ Freestyle Speed Wheel $5.50 ☐ Pool Rider Reg. $5.50 ☐ Pool Rider Speed Wheel $6.25
- ☐ POWER PAW 50/50 ☐ Slick $4.50 ☐ Stoker $6.50 2" x 2" ☐ Big Paw $7.50
- ☐ ALIGATOR® $8.50 (available mid-June '77)
- ☐ STEVE CATHEY YO-YO $6.50 ☐ Pro $7.50 (available July '77)
- ☐ Magnum Wheel System (includes tuning fork, one wheel, alu. core + hub adapts to any truck) ☐ Formula FS (Freestyle) ☐ SL Slalom $12.50 ☐ Interchangeable Tires $4 ea. ☐ SL (Shown) ☐ FS
- ☐ BONES/POWELL "Quicksilver" ☐ Park Rider $7.95 ☐ Slalom $7.50
- ☐ YANDALL "NEW" ☐ Slalom $6.50 ☐ "BOWL ROLL" $7.50 (available July '77)
- ☐ LEMON JUICE (LJ) by So. Bay Rec. w/large IKS bearings $9.95
- ☐ WIZARD ☐ Rimshot $7.95 ☐ Blue Magic $9.95 (large bearing)
- ☐ POWER FLEX ☐ #3's $6.75 ☐ #5's $7.75 ☐ #7's $8.75 ☐ EMOTION ☐ Speed tone $8. ☐ Slalom tone $9

SKATEBOARD ACCESSORIES

- ☐ GERMAN SPEED BEARINGS $1.75 ea. ☐ So. Cal Computer Precision Speed Bearing (fastest/no friction) $5.00 ea. ☐ Tracker Cushion (4) $1.50 ☐ ACS Cushion (4) $1.50
- ☐ BENNETT RED CUSHIONS (4) per set $2; ☐ Wheel extenders $1.75 per set ☐ Non-precision 5/16 axle ☐ Precision; ☐ Kicktail spoiler (adapts to tail) 99¢; ☐ SHOCK PADS for one ☐ ½" Red Urethane $1.00 ☐ ¼" Red Urethane 75¢ ☐ ½" Rubber 80¢ ☐ ¼" Rubber 40¢; ☐ "Rad Pads" per set $4.94 ☐ Hard ☐ Soft ☐ Freestyle $5.95 Urethane; ☐ PROTECTIVE 3" Bumper 35¢ ea.; ☐ Precision IKS Bearing $1.25; ☐ WRENCHES #4-way $1.95 ☐ Super wrench $4.95 ☐ T-wrench $1.50; ☐ GRIP TAPE per foot, widths ☐ 1" 20¢ ☐ 2" 40¢ ☐ 3" 60¢ ☐ 4" 80¢; ☐ SAND GRIP Deck kit $2.95 Toe Hold; ☐ Metal Base Plate for Bennetts $2.50 ☐ ACS $2.50 ☐ Gull Wing $2.50 ☐ Tracker $3.00 ☐ New Bennett $2.50; ☐ WRENCH HOLDER (adapts to board) 90¢; ☐ Bennett lock nuts 30¢; ☐ Axles ☐ Bennett Hijacker® (precision only) $2.00 ☐ Pro 5¾" (prec.) $2.50 ☐ Ad Trak® (prec.) 6¾" $3.00 ☐ 5/6" Axle 80¢ Chicago or Sure Grip Axle 80¢; ☐ SKID PLATES $1.95—protects tail of board ☐ Metal ☐ Urethane ☐ "NEW" Dual Skid plate or kicktail $2.00; ☐ ACTION BOLTS $1.50—TRUCK STYLE_____; ☐ ACTION LOCK NUTS 50¢—TRUCK STYLE_____; ☐ Robinak Skate Pack $17.00

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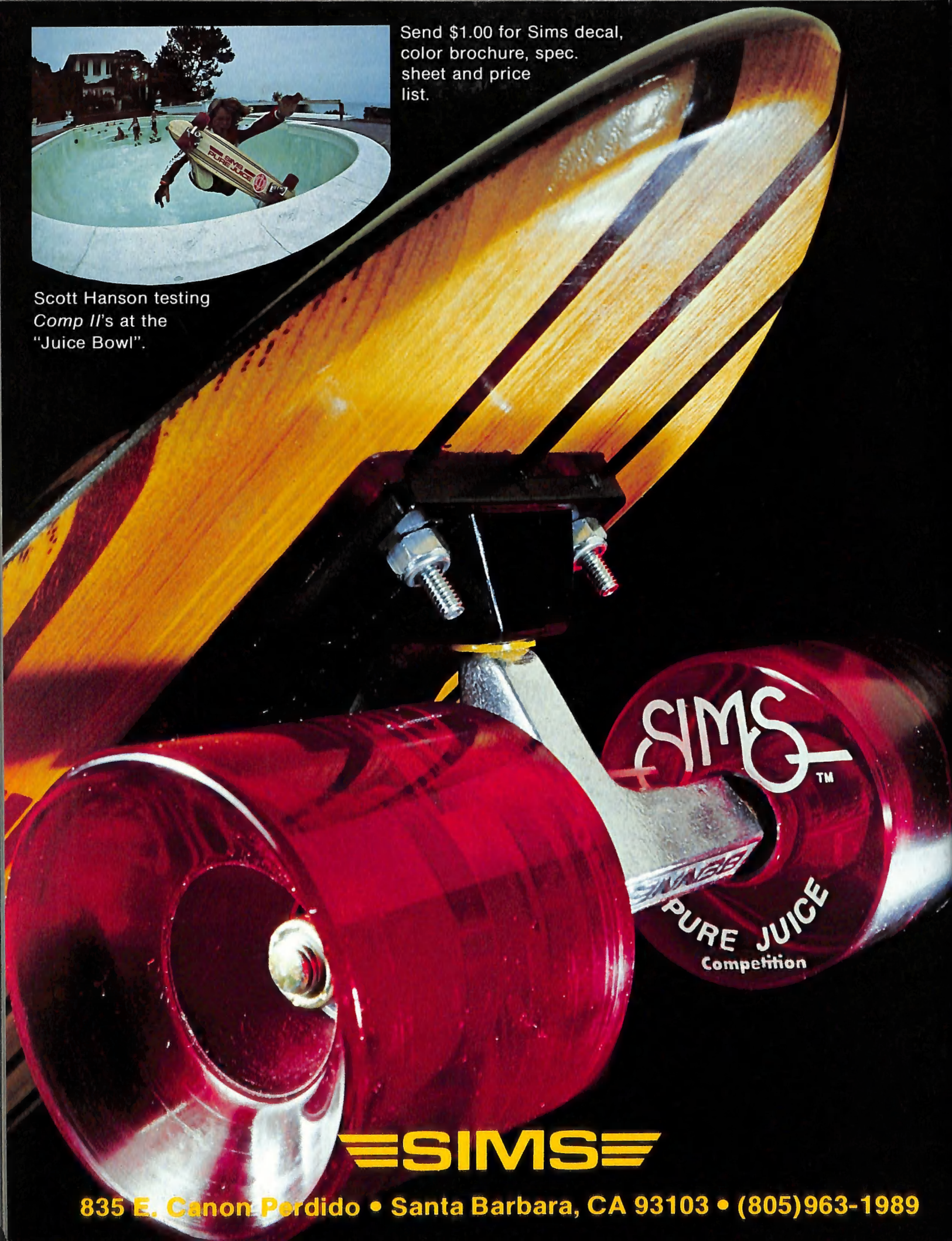

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